

TECHNICAL APPENDIX F
PUBLIC MEETING MINUTES AND
COMMENTS



Jerramiah T. Healy, Mayor
City of Jersey City

Housing, Economic Development
And Commerce Department
Division of City Planning

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**Regional Waterfront Access and Downtown Circulation Study
Public Meeting 1
Council Chambers, City Hall
Wednesday, February 1, 2006, 6 PM**

Minutes

In attendance:

- Dr. David E. Hoffman, Living Word Fellowship Church
- Eliza Wright, Friends of Liberty State Park
- Wael Sobh, Newport Association Development Company
- Neal Fitzsimmons, NJ Transit
- Stanley Huang, Jersey City Division of Engineering
- Doug Greenfeld, Jersey City HEDC
- Dania Caballero, Communipaw Avenue Block Association
- Kim Peterson, NJ Transit
- Steve Fulop, Jersey City Councilman
- Dan Falcon
- Sam Pesin, Friends of Liberty State Park
- Hamilton Park Neighborhood Association
- Amy Scott, Lafayette Neighborhood Action Committee
- Mike Selender, JCLC, ECGA, Sierra Club
- Ricardo Kaulesar, Hudson Reporter
- Larry Brush
- E. Junior Maldonado, HCIA/Hudson TMA
- Julie Daugherty
- Peter ?
- Maureen Crowley
- Anne Barry
- Jay DiDomenico, Hudson TMA
- Lawrence Higgs
- Sonia Maldonado
- Tara E. Stok
- David Case, Sierra Club Hudson Meadowlands
- Linda Klarfeld
- Charles Kessler
- Charlene Burke
- Tom Horan

- Panepinto Properties
- D. Guadagnino
- George L.Garcia, Garcia and Turula, LLC
- Lou Luglio, Vollmer Associates
- Dennis Mincieli, AKRF
- Michael Cohen, Stump/Hausman
- Bob Cotter, Jersey City Planning
- Naomi Hsu, Jersey City Planning

Bob Cotter, Director of the Jersey City Division of City Planning, made the opening remarks. Mr. Cotter welcomed all in attendance and provided an overview of the study. He noted that the study is being funded through a grant from the North Jersey Transportation Planning Authority. Mr. Cotter stated that a Steering Committee that includes Jersey City staff, state transportation agencies, local developers, and neighborhood groups was formed to select the consultant and guide the study. The goal of the study, Mr. Cotter said, is to develop projects that will improve both regional access to and circulation in downtown Jersey City. Mr. Cotter then introduced Lou Luglio, the Project Manager for the Consultant Team.

The Consultant Team, consisting of the firms Vollmer Associates, AKRF, Stump/Hausman, and Medina Consultants, made a presentation that summarized the ir scope of work and data collection efforts to date. Mr. Luglio briefly described the study area and summarized the Consultant Team's multi-step work program. Mr. Luglio said that the Consultant Team expects to complete the study by November 2006.

Dennis Mincieli of AKRF described his firm's role in the study. By looking at major development projects in Jersey City, existing redevelopment plans for Jersey City, and the regional real estate market, AKRF will come up with three development scenarios for the year 2020: neutral (baseline), optimistic (low regional competition), and pessimistic (high regional competition). AKRF's land use and real estate market analysis will inform the traffic modeling performed by Stump/Hausman.

Michael Cohen of Stump/Hausman described his firm's process for creating a transportation model for downtown Jersey City. Inputs for the transportation model include the North Jersey Regional Transportation Model, Census data, the NJ Transit Ridership Model, and AKRF's development forecasts. Stump/Hausman will use the Four-Step Transportation Model, which includes determining trip generation, trip distribution, modal split, and trip assignment. Outputs of the downtown Jersey City transportation model will be intersection volumes and transit/pedestrian volumes.

Mr. Luglio summarized Vollmer Associates data collection efforts. Vollmer will be looking at existing traffic data and reports, as well as performing new traffic counts at key intersections. Synchro/Sim-Traffic software will be used to analyze future scenarios. Mr. Luglio described the public outreach efforts, which include regular meetings with the Steering Committee, three public meetings, and a website for the study:

www.downtownjcras.com

Following the Consultant Team's presentation, a questionnaire was distributed to all in attendance. Attendees were given 15 minutes to complete the questionnaire, and completed questionnaires were collected. It was announced that there would be a public comment period until noon on Monday, February 6 during which the public could submit comments via e-mail to downtownjcras@gmail.com.

Members of the public were invited to make comments. Comments made at the meeting, as well as those received via e-mail during the public comment period, will be carefully considered when identifying deficiencies in the existing transportation network. Below are the comments made by the public at the February 1 meeting:

- Please consider concerns of Communipaw Avenue Block Association.
- Friends of Liberty State Park opposes a two-lane vehicular road on the Jersey Avenue Bridge.
- Friends of Liberty State Park supports a multi-deck parking structure at the Liberty State Park park and ride.
- Friends of Liberty State Park opposes a TOD at the Liberty State Park park and ride.
- Friends of Liberty State Park notes that commuter parking is not allowed in Liberty State Park.
- There should be walkways and bikeways in the Bergen Arches and Sixth Street Embankment.
- Consultant team should look at the Jersey City Bikeway Plan.
- Consultant team should identify and preserve rail right of way for future transit expansion.
- East Coast Greenway will provide access to the Jersey City Hudson River waterfront.
- Consultant team should consider the impact of office relocation to exurbs along I-80, I-287, and I-78.
- Columbus Drive in need of repair/repavement.
- Will consultant team recommend traffic calming in residential areas? If so, traffic calming should be as unintrusive to residents as possible. (For example, bulb-outs take out precious parking.)
- Improvements (in residential areas) should improve circulation but not induce regional traffic.
- East Coast Greenway may include the Bergen Arches and Sixth Street Embankment.
- No land is being set aside for open space.
- Not enough parking for residents.
- Speed bumps are needed at schools.
- Need for ferry service to/from Newport.
- Ferries should be subsidized.
- Home Depot could generate 8600 trips each day (according to benchmark from 1996 Vollmer report for a similar big box development).
- Mobility needs of elderly and disabled must be considered.

- Through-traffic from the Turnpike to the Holland Tunnel problematic, specifically on Coles Street.
- Streets intersect at angles on Newark Avenue at Bay Street, First Street, and Second Street creating wide intersections.
- Traffic bound for Downtown cuts through Lafayette neighborhood.
- Lafayette neighborhood cut-off from Downtown.
- Lack of pedestrian access to light rail in Lafayette neighborhood.
- Connect Phillip and Aetna Streets to improve access to/from Bergen-Lafayette and Downtown.
- Consider countdown timers at intersections.
- When will streets be repaved?
- Orange barriers (delineators) at Columbus Drive ramp not working.
- Look at redevelopment plans.
- What is impact of Route 139 rehabilitation on Holland Gardens?
- One travel lane lost due to Route 139 rehab.
- Major Hovnanian development (900 units) on Planning Board agenda. (Next Planning Board meeting February 7 at 5:30 PM.)

The meeting concluded at 8:30 PM. At the next public meeting, tentatively scheduled for June 2006, the Consultant Team will present the identified deficiencies in the transportation network and the potential solutions to those deficiencies.

Jersey City Regional Waterfront Access and Downtown Circulation Study
Written Comments Received During Public Comment Period 1
February 1-6, 2006

I spoke with you briefly last night regarding our association, the Newport Waterfront Association ("NWA"), and our efforts to save the ferry service, especially in Newport. NWA is a tax exempt community corporation with over 1,000 members, providing service for a community of over 12,000 people. Many of the people in our association commute to and from work via ferry service. Furthermore, we believe more people would use the ferry, if the cost of the ticket was less expensive.

As was clearly pointed out last night, the waterfront has grown, the west side of New York is growing, so it makes sense to start increasing use of the natural waterways to access the waterfront. Our association strongly urges both local and state governments to provide a subsidy for a period of time to the ferry service to help cover its shortfall, and increase ridership, and request you include the ferry as an important part of your study.

If you need any assistance in scheduling meetings, or other community participation, my cell phone number is 201-780-9051, or you can reach me at my office, 201-469-2131.

Also, please visit our website and bulletin board for more information on the Newport community:

<http://www.newportwaterfrontassociation.org/bb/>

Sonia Maldonado,
Newport Waterfront Association

Hi Ms. Hsu:

Recently there was a meeting that I wanted to attend but could not due to work.

I just wanted to give my input in regards to the transportation in Jersey City.

I have lived here for more than 3 year in the Park Foundry on 10th Street.

So much has changed since then and because there are so many people moving in and around this area I feel like the transportation is outdated.

I take the path train at newport pavonia and there is always a problem with crossing the street to get through the mall. It is extremely dangerous and especially at night where cars can not see you. (There needs to be more traffic lights on that street near the school).

Also, I think there should be more buses with better schedules to and from port authority.

What NJ Transit has now is ridiculous - you can only catch the bus by hamilton park early, early in the morning and only starting at 5pm. A lot of other professionals work outside of these hours. More bus schedules are needed.

These are just 2 of the concerns I have.

Thank you for taking time out to read this.
Shien-Ru Tsao

Dear Naomi,

Please do all you can to fight for opening Jersey Ave. to vehicles or at least another road that could parallel Jersey Ave. The traffic on Pacific, Communipaw and Grand during rush hours is unbearable and unsafe. As you know, Jersey City is expanding and growing at an alarming rate. More traffic not less traffic will be competing for Jersey City roadway in the very near future. On Grand Ave alone there are over 500+ units being built - www.libertyharbor.com Why should the above mentioned streets become even more congested?

Many thanks,

Chris and Tracy Bray
Bergen Lafayette

Hi - I don't know if this comes under your study but would be great if you could take into account access in to public transport services for strollers, cyclists, wheelchairs.

Currently individuals with transport devices such as those mentioned have to carry them over turnstiles and up/down stairs at the PATH stations.

What's more. It could even be illegal for no provision for wheelchair

access. Not sure though.

I have mentioned this to PATH authorities before but got no response.

Kind Regards – JoC, John Oliver Coffey

Dear Ms. Hsu:

I am writing on behalf of LNAC (Lafayette Neighborhood Action Committee) with our suggestions and concerns as related to the Jersey City Regional Waterfront Access and Downtown Circulation Study. Several people from our group attended the public information session on Wednesday, February 1 and we would like to reiterate our comments for the Lafayette neighborhood and downtown Jersey City.

1. We are concerned that the Lafayette neighborhood is not currently included in the study area. It has the largest "park and ride" area for the Light Rail, it is directly connected to 2 exits and entrances for the NJ turnpike and it is a destination neighborhood for tourists. Lafayette neighborhood is not only a historic neighborhood in and of itself, but it also provides direct access to major tourist attractions of Hudson County including; Liberty State Park, the Liberty Science Center, and ferry access for NY as well as Ellis Island and the Statue of Liberty. We would like to see the downtown Jersey City area extended to include Lafayette neighborhood and the traffic flow through our neighborhood to be included in the project.

2. We would like to see a 2 lane road built to connect Philips Road and Jersey Ave to help alleviate rush hour traffic through our neighborhood. There seems to be some confusion as to whether the community is in agreement over what type of road is built to connect downtown Jersey City to Liberty State Park and access to the NJ turnpike. Several other possible connections were mentioned at the meeting which may be more ideal options to help the traffic flow in our neighborhood, but since we are not clear on the details of these options it is difficult to comment. It is clear however, that the traffic flow through our neighborhood is problematic on Communipaw Avenue, Johnston Avenue, Pacific Avenue, and Grand Street. At this time, the members of LNAC feel that the 2 lane road through to Jersey Avenue is the best option.

3. We would like to see a pedestrian walkway connecting to the Light Rail to the Lafayette Neighborhood. Surprisingly the neighborhood does not have good access to the Liberty Park Light Rail stop because there is no connector road from Monitor Street to through the Light Rail parking area to the train. You have to walk around to Johnston Ave or to Communipaw Ave and around the parking lot to access the Light Rail. It is quicker to take the bus or to take a very long walk to the PATH station than it is to walk several blocks out of the way to take the Light Rail from our neighborhood to the PATH. Solving this problem would certainly encourage better use of public transportation and help alleviate traffic into the downtown area.

4. We are also concerned about the increasing demands on parking in our area for the residents because of the overflow from the Light Rail and overflow from Liberty State Park when there are major events held at the park.

Thank you for organizing the Public Information Session and for giving us this opportunity to voice our concerns. We look forward to hearing your findings at the next public meeting.

Sincerely,

Julie Daugherty
Member of LNAC



Jerramiah T. Healy, Mayor
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**Regional Waterfront Access and Downtown Circulation Study
Public Meeting 2
Council Chambers, City Hall
Thursday, June 29, 2006, 6 PM**

Minutes

In attendance:

- Gregory Malave, Jersey City City Council
- Stanley Huang, Jersey City Engineering
- Edwin Reimon, Medina Consultants
- Janice Monson, Hamilton Park Neighborhood Association
- Eliza Wright, Friends of Liberty State Park
- John Tichenor
- Steve Lanset
- Maureen Crowley
- Peter Delman
- Jeni Branum
- Mia Scanga, Talking Politics
- Jim McDermott, NJ Transit
- Sam Pesin, Friends of Liberty State Park
- Daniel Levin, Harsimus Cove Association
- Carolyn Oliver, Fair Hair Associates
- Jim Legge
- Rick Winant
- Dorcey Winant
- Mike Selender
- Tanya Chauhan
- Joshua Parkhurst
- Steven Brown, Port Authority of NY and NJ
- Douglas Greenfeld, Jersey City HEDC
- Naomi Hsu, Jersey City Planning
- Louis Luglio, Vollmer Associates
- Joseph Fishinger, Vollmer Associates
- Christian Michel, AKRF
- Michel Cohen, Stump/Hausman

Douglas Greenfeld, Supervising Planner at the Jersey City Department of Housing, Economic Development, and Commerce, welcomed the public and made opening remarks. Mr. Greenfeld noted that the study is in its seventh month out of twelve. Mr. Greenfeld stated that the study has been, and will continue to be, an objective and transparent process. Mr. Greenfeld encouraged the public to share their vision for how to move people in, out, and around Jersey City and said the meeting was an opportunity to think outside of the box. Mr. Greenfeld invited the public to visit the study website (www.downtownjcras.com) and announced that there would be a public comment period until 5 PM on Monday, July 10. Finally, Mr. Greenfeld concluded his remarks by introducing Louis Luglio of Vollmer Associates, the project manager for the consultant team.

Mr. Luglio Vollmer Associates presented the work of the project team to date. First, Mr. Luglio presented the summary of the real estate market analysis for Jersey City. Three residential scenarios for the year 2020 were developed: pessimistic, neutral, and optimistic. Under the neutral scenario, the North Jersey Transportation Planning Authority (NJTPA) population and employment projections for the year 2020 determine demand, which is projected to be 24,180 residential units. Under the pessimistic scenario, it is assumed that the regional real estate market is competitive, reducing demand for residential space in Jersey City to 21,510 units. Under the optimistic scenario, it is assumed that the regional real estate market is not competitive, increasing demand for residential space in Jersey City to 28,854 units. Working closely with Jersey City staff, it was determined that there are 17,049 residential units that are approved or proposed (i.e., in the application process)¹, which will meet some of the projected demand. After accounting for approved and proposed units, as well as background growth, the unmet demand in 2020 is projected to be 2,211 residential units under the pessimistic (high competition) scenario, 4,626 residential units under the neutral scenario, and 6,300 residential units under the optimistic (low competition) scenario.

In addition to the approved and proposed development that is accounted for in each scenario, the project team considered anticipated development, i.e., development that is likely to occur but not in the pipeline yet. After consultation with Jersey City staff, the potential size of each anticipated development project was determined and anticipated developments were ranked by their likelihood to be built. The locations of the anticipated developments most likely to be built to meet the unfilled demand under each scenario were incorporated into the traffic model.

The project team also created various development scenarios for the year 2020 for the office market: pessimistic, neutral, optimistic, and approved office. Under the pessimistic, neutral, and optimistic scenarios, supply will exceed demand. However, given that approximately 5 million square feet of office space has been approved but not yet built, it is possible that these office developments will be built if there is a change in the market over the next 15 years. Therefore, a fourth development scenario, approved office, was developed.

¹ As of May 2006

A travel demand model was created to determine intersection traffic volumes as well as transit and pedestrian volumes. Inputs to the model included the development forecasts, US Census data, and data from NJ Transit and the NJTPA. The results of the travel demand model for downtown Jersey City show that the number of failing intersections increases as the scenario includes more development. Therefore, the pessimistic development scenario creates the fewest failed intersections, while the approved office scenario creates the most.

In order to address the identified deficiencies in the transportation network, the project team will develop transportation improvement projects. Mr. Luglio presented a preliminary list of potential transportation projects that will be analyzed and evaluated.

Possible Transit Improvements to be modeled include:

1. Intercept parking at the following locations:
 - a. Secaucus Transfer Station
 - b. Meadowlands
 - c. Bayonne
 - d. Tonnelle Avenue
 - e. Monmouth and Grand Streets
 - f. Liberty State Park HBLRT park and ride lot
 - g. Elizabeth
2. Extension of the Hudson-Bergen Light Rail on the Sixth Street Embankment and through the Bergen Arches to Secaucus
3. Creation of a Hudson-Bergen Light Rail Downtown Loop to Hoboken
4. Improved direct bus service to/from Jersey City
5. Staten Island bus feeder service to the Hudson-Bergen Light Rail
6. Port Liberte bus feeder service
7. Improved ferry service

Possible Roadway Improvements to be modeled include:

1. Spot intersection improvements
2. Jersey Avenue extension options (one lane for emergency vehicles only, two lanes for automobile access)
3. Extension of Center and Merseles Streets to Wilson Street
4. Center/Merseles ramps over (or under) Montgomery Street
5. Extension of the NJ Turnpike Extension to 11th Street viaduct
6. Elevation of approach roads to Holland Tunnel
7. Extension of the NJ Turnpike to Hoboken
8. Additional capacity through the Holland Tunnel

In the weeks following the public meeting, the improvements listed above, as well as those suggested by the public at the meeting and during the public comment period will be analyzed. The results will be presented at the next public meeting.

At the end of Mr. Luglio's presentation, the public was given the opportunity to make comments.

Sam Pesin, President of Friends of Liberty State Park, said that there is a need for multi-deck parking on the Liberty State Park park and ride lot. The multi-level parking garage would provide additional parking for Liberty State Park, as well as divert traffic from the Lafayette neighborhood by providing intercept parking for commuters bound for downtown Jersey City. Mr. Pesin also voiced his opposition to a two-lane road on an extension of Jersey Avenue over the Morris Canal, stating that it would only increase traffic on Phillips Street. However, Mr. Pesin said that opening a single lane on the Jersey Avenue bridge for emergency vehicles only would be acceptable.

John Tichenor, a resident of the Morris Canal Redevelopment Area, expressed support for vehicular traffic on the Jersey Avenue bridge. Mr. Tichenor added that Monitor Street is a designated truck route, even though it is located in a residential neighborhood. Furthermore, Mr. Tichenor noted that the bus stops on Monitor Street are not used. Finally, Mr. Tichenor suggested that the consultant's final report include the expected time frame for suggested improvements.

Mia Scanga said that the project team should keep in mind the recent approval by the NYC MTA of bus service from Staten Island to Bayonne. Ms. Scanga said that buses to downtown Jersey City should be intercepted. Ms. Scanga expressed support for an extension of the Hudson-Bergen Light Rail – and not a roadway - on the Sixth Street Embankment and through the Bergen Arches. Also, Ms. Scanga said that she is against the extension of Jersey Avenue over the Morris Canal for automobile traffic and noted that the extension of Jersey Avenue would require an at-grade crossing of the Hudson-Bergen Light Rail, which could be potentially dangerous. However, Ms. Scanga said that opening one lane on the Jersey Avenue bridge for emergency vehicles only would be acceptable. Ms. Scanga noted the general lack of road maintenance throughout Jersey City.

Maureen Crowley said that the project team must consider impacts on environment and should not facilitate auto traffic. Ms. Crowley, President of the Sixth Street Embankment Preservation Coalition, said that the mission of the Embankment Preservation Coalition is the preservation of the Sixth Street Embankment. However, Ms. Crowley said that she understands that an extension of the light rail on the Sixth Street Embankment may be compatible with her organization's mission. Mr. Crowley encouraged the project team to improve bicycle and pedestrian access.

Janice Monson said that Jersey City should encourage the high-competition/low development future scenario. Ms. Monson felt that Jersey City has not benefited from office development because of tax abatements and that future office development should occur outside Jersey City. Ms. Monson said that the use of mass transit should be encouraged and expressed support for an extension of Hudson-Bergen Light Rail through the Bergen Arches to Secaucus. Ms. Monson also spoke against an extension of Jersey Avenue.

Steve Lanset proposed several potential improvement projects for consideration, including an extension of the light rail to Staten Island over Bayonne Bridge, the extension of the light rail to Newark Penn Station, and an extension of the NYC Subway 7 line to Secaucus via Weehawken. Mr. Lanset expressed opposition to an elevated approach to the Holland Tunnel and the extension of the 11th Street viaduct. Mr. Lanset stated that Jersey Avenue should not be opened to vehicular traffic and noted the conflict between light rail and auto traffic that would be created if Jersey Avenue were extended over the Morris Canal.

Dorcey Winant noted the large amount of vehicular traffic in the Paulus Hook neighborhood. Ms. Winant expressed her support for decked parking at the Liberty State Park park and ride lot, as well as an extension of the light rail to Staten Island. Ms. Winant suggested that the Jersey Avenue footbridge be repaired and felt that more mass transit options are needed, although she spoke against light rail on the Sixth Street Embankment.

Richard Winant commented that the consultant team's presentation included data without citation sources. Mr. Winant said that air quality must be considered when developing improvement projects. He suggested that parking should be located outside Jersey City and voiced opposition to an extension of Jersey Avenue.

Mike Selender expressed opposition to the extension of Jersey Avenue and asked the project team to consider the environmental impacts of such a project.

Daniel Levin encouraged the project team to consider projects that reduce auto traffic. Mr. Levin noted that since the Jersey City Bikeway Plan is signage only and does not include bike lanes, the current study must consider improving both bicycle and pedestrian access.

In response to Mr. Levin's comments, *Stanley Huang* of Jersey City Engineering said that signage is the first step in the creation of a bike system in Jersey City and that further study is needed to create bike lanes. Mr. Huang noted that Jersey City plans to eventually link the bike system to the East Coast Greenway.

Peter Delman suggested a dedicated bike lane to Hoboken for commuters and recreational users. Mr. Delman proposed a dedicated lane to Holland Tunnel for low-emission vehicles with either a reduced toll or no toll at all. Mr. Delman added that he would like to see more EZ Pass lanes.

Tanya Chauhan asked that hardcopies of the presentation be available at meetings. Ms. Chauhan stated the need for more connections between the Lafayette neighborhood and downtown Jersey City and asked the project team to consider vehicular access on a Jersey Avenue extension. Ms. Chauhan also noted that better connections are needed between transit modes. Ms. Chauhan suggested the installation of bike racks at transit stations and that Maple Street be opened to pedestrian traffic to facilitate access to the Liberty State

Park light rail station. Ms. Chauhan said that it is difficult for pedestrians to cross at the intersection of Pacific Avenue and Grand Street. Also problematic on Grand Street is congestion caused by double parking.

Joshua Parkhurst said that Jersey City cannot build its way out of traffic congestion and therefore must encourage mass transit, walking, and bicycling. Mr. Parkhurst said that he is skeptical that an extension of the light rail would not damage the historic value of the Bergen Arches and Sixth Street Embankment. Mr. Parkhurst felt that the historic structures should be reserved for bicyclists and pedestrians. Mr. Parkhurst said that car sharing programs should be expanded and suggested that Jersey City donate parking spaces to provide incentive. Also, Mr. Parkhurst noted that the parking ratio must be revised. Mr. Parkhurst said that he is against the Jersey Avenue extension, because of the light rail crossing and the proximity to the Jersey City Medical Center.

Jeni Branum voiced concern over congestion at Center and Merseles Streets resulting from the recent changes to the traffic patterns in the vicinity of the NJ Turnpike ramps.

The meeting concluded at 8:30 PM. The next public meeting is tentatively scheduled for September 2006. At the next meeting, the project team will present the results of the analysis of potential transportation improvement projects and solicit the public for input on the criteria used to evaluate the projects and the project rankings.

For more information, including a copy of Mr. Greenfeld's opening remarks and the consultant team's PowerPoint presentation, please visit the study website: www.downtownjcras.com.

Jersey City Regional Waterfront Access and Downtown Circulation Study
Public Comment Period 2
June 29 – July 10, 2006

PUBLIC COMMENTS REGARDING EXTENSION OF JERSEY AVENUE

Ms Hsu-

As a former resident of Van Vorst Park, and a current resident of Lafayette, I am writing to you regarding the Jersey Avenue extension. My husband and I have owned homes in both neighborhoods over the last eight years and feel that the extension is necessary in order to disperse traffic more evenly across the area. The current traffic flow that comes down Johnston onto Pacific and continues onto Grand gives drivers only one option to access the downtown area. In the process it creates a backup of traffic in the Lafayette area making it very difficult for residents here to get to work in the morning.

Not only is Grand Street an unsafe thruway for pedestrians to cross, but Lafayette is a redevelopment zone with its' population increasing monthly. There will continue to be more foot traffic needing to get across the intersection of Grand and Jersey, and Grand and Pacific. There is already a multitude of people walking to the hospital and new public school and, regardless of the extension, we have a safety issue that needs to be addressed. I believe that a pedestrian bridge should be considered in order to prevent a tragedy.

Lastly, I hope that the extension will be built in order to allow the growth of the downtown area to spread into Lafayette. Lafayette is very much a part of downtown, but with limited access to its conveniences because of limited roadways. I hope that the growth of development of homes and businesses here will be encouraged by gaining better access to downtown.

Best,
Heidi Curko

Naomi,

We are residents of Bergen-Lafayette whom think the Jersey Ave extension would be a good idea. We think it would help alleviate traffic and give a better/quicker route to downtown for residents in my neighborhood as well as easier access for downtown residents to get to the park and turnpike. Lets face it the same amount of people will travel downtown whether they have to go the existing route or through the proposed one.

It just makes more sense to get the turnpike traffic closer to there destination rather than routed through a secondary neighborhood.

Jeff Cuthbertson and Patricia Raab

I'd like to add my support to the Jersey Extension proposal. It would help ease up rush hour traffic tie-ups considerably through the Lafayette neighborhood area. As it is now, the congestion is bad, making it next to impossible to get out of the neighborhood in the morning. it would make life a lot easier if there was an alternate for commuters to take instead of jamming up our streets.

Amy Scott

Dear Naomi,

I have written to you before. My wife and I are proponents of opening Jersey Avenue to vehicles. We have lived in Bergen Lafayette for a little over a year. During that time we have got to know many of the residents – new and old and there is not one that we have spoke to about this extension that does not think it would be a good idea. While these neighbors relish in the idea of this extension I will also say that there is a great feeling of pessimism in Bergen Lafayette. Many of the older residents here feel their needs have been overlooked for decades. I saw this first hand recently. Two weeks ago members of the group, LNAC (Lafayette Neighborhood Action Committee), of which I am a member, went door to door asking for signatures in regards to getting more of a police presence in our neighborhood. This, one would think, would be easy to do. However, I ran across quite a few who said, “What’s the use? Or “We been asking for more police for years.” I found this troubling and could only say, “we have to keep trying, your voice will be heard.” What I am getting at Naomi is that many, primarily the residents who have lived here for 15+ years, do not think their voices count and therefore a certain complacency has set in. This, in my opinion, is why you will see very few Bergen Lafayette residents at these very important Traffic Study meetings. Thus, the majority of voices are the ones opposed to this extension. Make no mistake many do care and if I need to get signatures I will.

I have seen many of the arguments against the extension. Van Vorst residents thinking their streets will be a sea of cars, to the new middle school and medical center worries, safety concerns with the Light Rail and cost factors to name a few. None of these in my opinion should cancel out the need for this extension. I have listed a few reason why this extension makes sense:

1) Jersey City is not losing residents, quite the contrary. The latest estimate was around 10,000 new residential units are being built right now. We can easily surmise that many of these new Jersey City residents will own vehicles. If this is true than it will be safe to assume that the impact on our already clogged, narrow roadways will be substantial. The city planers are in a dream world if they think we will all sell our cars and jump on the bus or Light Rail. Don't get me wrong, I am a huge fan of public transit but Jersey City is not Manhattan. We have no quick, efficient subway system to easily get us to the places we need to get to and many of us work in the suburbs.

2) It will take a major burden off of Grand St., Johnston Ave. and Pacific Ave. which are a stand still at times during rush hour. For the city to overlook this year after year is an outrage. Adding to this congestion is the fact that Pacific Avenue continues to allow 18 wheeled trucks down its two lane road.

3) It will provide another alternate route in and out of Liberty State Park. This will not only help with people visiting the park but will allow ambulances another, very overdue, route to and from Jersey City Medical Center. This huge safety concern is no better evident than before and after the 4th of July fireworks show at the park. For hours these cars idle and honk, idle and honk.

4) By adding this natural extension we will finally give the park a proper entrance that it deserves.

5) Less idling vehicles is better for air quality

Sure there are obstacles.....the Golden Gate Bridge was an obstacle. Please look at the big picture, look at the growth this city is beginning to endure, focus on the unsafe gridlock Grand, Johnston and Pacific has to cope with each day, picture in your mind a lovely tree lined, two way street with a proper entrance sign to Liberty State Park. Look at what opening this simple two lane street could do for Jersey City.

With regards, Chris and Tracy Bray

Dear Naomi,

First of all thank you both to you and the members of the transportation study.

You have obviously heard a number of comments on the Jersey Ave extension

over the years at neighborhood gatherings, and just to reiterate, the majority of us who live in the Lafayette neighborhood want this extension to Jersey Avenue for the following reasons:

To:

***improve the air quality by getting cars to their destinations faster so they don't idle on our roads,

**protect the kids of PS 3 and Ferris that cross the intersection of Pacific and Grand St every morning

**protect the seniors that cross to access the shopping center,

**improve access to the hospital

** improve emergency response time for Liberty State Park and Lafayette

** extend the gold coast to include Lafayette by linking the 2 neighborhoods and

many other advantages that have been mentioned over the years

Thank you again for your hard work.

Sincerely,

Angus Vail & Julie Daugherty

Dear Consultant Louis Luglio and JC Planner Naomi Hsu,
July 7, 2006

Regarding <http://www.downtownjcras.com/> downtown circulation study, a 2 lane Jersey Ave. road would be crassly unconscionable.

Though I spoke at the public meeting, as I did at last year's two public meetings and sent in comments, I want to put in writing again that the Friends of Liberty State Park are in full agreement with the administration of LSP and with the vast majority of community leaders who attended this and past public meetings for a decade, in our strong opposition to anything other than a one lane road for emergency vehicles only where the Jersey Ave. footbridge now stands. That one lane road, with adjoining bike and walking paths, as emphasized last year, should be less narrow than the minimum for 2 lanes so it could never be turned into a 2 lane road in future.

Encouraging Mass Transit Use of Light Rail should be goal of Study

and building a new Jersey Ave. road is obscenely disastrous. Friends of LSP feel that the only progressive, enlightened, wise, responsible solution to congestion downtown, regarding the proposed 2 lane road plan for Jersey Ave. footbridge, is never to build it, so drivers are pro-actively guided to take Light Rail after parking in the LSP Park and Ride station. We feel that building a 2 lane road right near a Light Rail station is insane and criminal and that any consultant or planner who supports a new 2 lane road near the LSP Light Rail station should have their professional licenses revoked.

From the perspective of park users, such a 2 lane road, as proposed as one of your options to look at, would have such a back up of traffic at the footbridge, that commuters would take "shortcuts" into the park and the commuters would have a negative impact on the park users' experience of the park. The urban people come to LSP for an escape from city noise and traffic and want a peaceful park experience in LSP, an urban oasis. There should be no commuters at all in LSP. Friends also agrees with the people of Lafayette neighborhood that some relief should be given to the commuters cutting through their neighborhood. Friends feels that the Center and Merseles St. cut through should be explored as proposed last year. We feel that a 2 lane road would cause such gridlock (especially with Holland Tunnel construction) that the traffic overflow would make traffic even worse in Lafayette neighborhood and also cause problems at Jersey and Grand, where schools exist and a hospital.

It seems evident that the people in the Planning Division and HEDC who want a 2 lane road don't give 2 hoots about the negative effect on LSP and about the enlightened philosophy of encouraging mass transit, and that they are acting as puppets of developers.

Looking forward to next meeting. If this study doesn't once and for all clearly kill Jersey Ave. road idea, than it will be clear that the consultants are doing the dirty work of developers who selfishly want a road and who think mass transit shouldn't apply to the rich.

Sincerely,
Sam Pesin, President of The Friends of Liberty State Park

Sunday, July 09, 2006

To: Louis Luglio, (LLuglio@vollmer.com)
JC Planner Naomi Hsu (HsuN@jcnj.org)
Re: Downtown traffic circulation study

As one of the co-chairs of HART, www.hartwheels.org, who opposed the construction of a 2-4 lane highway connecting Phillips Street to Jersey Avenue in the mid 1990s', we continue to oppose it. Unfortunately the development of that entire area was very poorly planned by the city and we're now stuck with it.

The fact remains that a HBLRT train crosses Jersey Avenue at Aetna Street every minute or so at rush hour. The train service runs 24/7. Several stations just opened this past spring and plans are for an extension of the service to more towns which will add more trains. Commuters coming via the NJ Turnpike must be encouraged to exit at the Liberty State Park's Park & Ride for HBLRT..

From their website: <http://www.mylightrail.com>.

More frequent service. Peak-period service will increase to every five minutes, over today's six-minute intervals, for customers traveling within the core sections of the system. The frequency of departures from the endpoint terminals will increase to every 10 minutes from 12-minute intervals today. Starting February 11, stations north of Hoboken Terminal will enjoy the same level of service as those to the south-a train every 5-10 minutes-up from every 15 minutes today.

New direct service bypassing Hoboken Terminal. Beginning February 11, HBLR will begin using a new service pattern with three connected routes:

- o 22nd Street (Bayonne) ----- Hoboken Terminal
- o Lincoln Harbor (Weehawken)-Hoboken Terminal
- o Lincoln Harbor (Weehawken)-West Side Avenue (Jersey City)

A short distance away is the Jersey Avenue stop for the HBLTR which services the new 360 bed medical center. Expansion plans for the hospital include outpatient facilities and doctors' offices. Many patients and visitors use the HBLRT to get to the hospital and they must cross Jersey Avenue to get to the hospital. Photos are available on my website <http://stopbretschundler.com/JA.htm>.

Then directly across from the intersection of Jersey Avenue and Grand Street, across from the medical center, are the new Schools 3 & 4 with 1600+ ELEMENTARY and MIDDLE SCHOOL CHILDREN. Let's not forget several hundred teachers, aides, maintenance personnel, buses and parents dropping off the kids all in that small congested area. A killer highway would plow right through all of that and it would be a killer highway. Frustrated drivers stopped for HBLRT trains to pass and then forced to stop again less than a couple hundred yards away for school children/buses/parents. If a highway were built, I foresee epidemic road rage.

We aren't opposed to a single lane for emergency vehicles like ambulances plus a quarter lane for bikes & pedestrians. We won't support a width that can be later converted to 2 lanes of traffic.

The city should install speed bumps to slow down commuters cutting through the Lafayette and Downtown neighborhoods. The city should also limit the number of cars

exiting the Turnpike at 14B. They can add speed bumps at Bayview Ave heading east, just after cars and trucks exit the turnpike.

Sam Pesin's Merseles-Center St. option makes sense. It's an option that would potentially cut down on the commuter cars traveling west on Johnston Ave. and right onto Pacific and then right onto Grand St. It is an alternative to alleviate commuter traffic into the Lafayette neighborhoods. According to the Division of Planning handout, " New Connector Road would travel parallel to NJ Turnpike Extension at street level and go underneath Turnpike Extension to connect to Wilson Street. (exact alignment to be determined)."

Recently NYC's MTA got approval to run buses from Staten Island to NJ. Buses could drop commuters off at Bayonne's HBLRT 22nd Street stop so the passengers can take the Bayonne "Bullet" express train to Exchange Place. If you look at the HBLRT website, <http://www.mylightrail.com>, there's an 8th Street station planned. Eventually the trains should go to Staten Island.

Look for alternatives, not a highway! We will fight a highway as will the JC public school system's administration. I'm sure of it..

Regards,
Mia Scanga

My name is Suzanne T. Mack. PP, AICP, ITE. I am a licensed professional planner in the state of New Jersey, a member of the American Institute of Certified Planners, and a member of the Institute of Transportation Engineers.

From 1982 to 1992 I was the Assistant Director of the Division of Traffic Engineering for the City of Jersey City.

From 1992 to 2002 I was the Executive Director of the Hudson Transportation Management Association. The Hudson TMA had the lead local responsibility under an Intergovernmental Local Agreement signed by the 12 municipalities in Hudson County for the coordination of regulatory issues surrounding the construction and operation of the Hudson Bergen Light Rail Transit System.

For thirty six months I coordinated the activities of the NJDOT Diagnostic Team which established the Grade Crossings for HBLRT. I delivered a paper at the ITE's International Conference in Toronto in 2000 entitled "Establishment of Grade Crossings in the Hudson Bergen Light Rail Transit System." I believe these credentials qualify me as an expert on the grade crossing process.

Whenever this issue of extending Jersey Avenue arises I try to put some historical perspective/ reality on this situation which should have been permanently dropped years ago.

NJDOT's process of establishing grade crossings is a quasi legalistic and comprehensive. A team of professionals from NJDOT, NJTransit, the City , County, and adjoining property owners met and studied the issue surrounding the establishment of all of the grade crossing required for the HBLRT. After assuring safe operation of the HBLRT for the train and the public the findings of the team were codified into a MOR Memorandum of Record by NJDOT.

This process was followed in the establishment of an at grade crossing across Jersey Avenue in the vicinity of Aetna St. The team thoroughly discussed and analyzed plans to extend a vehicular road, or a road that would carry traffic and the HBLRT and rejected it. If a vehicular road were to be extended the team would have considered a grade separated crossing which it did not. The failure of the proponents of a vehicular road to advance this proposal prior to the establishment of the HBLRT in my mind has made the issue mute. The federal government has invested well over a billion dollars in the HBLRT, I believe it is contrary to the NJTPA planning processes to consider an alternative that would have a deleterious impact on the safe operation of the Hudson Bergen LRT system. I have never seen the NJTPA take a position contrary to a NJDOT Diagnostic team finding.

This is not an issue that should be left open for consideration at another time. There is not sufficient land to reengineer the HBLRT to operate above ground at this location. Copies of the MOR were sent to the City Clerk of the City of Jersey City and are on file.

I am forwarding by copy of this email to Joseph North, Director of Light Rail Operations, NJ Transit, and Cliff Sobel, Assistant Executive Director at the NJTPA.

I too question why this proposal is still in the mix and while I am currently out of state will be available next week to discuss this further.

Thank you for your consideration of my comments.

Suzanne Mack, PP, AICP, ITE

My name is Suzanne T. Mack. PP, AICP, ITE. I am a licensed professional planner in the state of New Jersey, a member of the American Institute of Certified Planners, and a member of the Institute of Transportation Engineers.

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Suzanne Mack, PP, AICP, ITE

My name is Suzanne T. Mack. PP, AICP, ITE. I am a licensed professional planner in the state of New Jersey, a member of the American Institute of Certified Planners, and a member of the Institute of Transportation Engineers.

I serve on the North Jersey Transit Advisory committee to New Jersey Transit. The committee is made up of citizens who are nominated by the Governor and with the consent of the State. I am in my fifth term and am the current Chair.

My committee has been involved in the planning of the HBLRT and are very interested in any issue that impacts its operations. My committee has discussed this issue several times over a dozen years and are opposed to it.

As such I am opposed to any plan that calls for the extension of the Jersey Avenue vehicular corridor. The purpose of the City South alignment being chosen was to establish a route to maximize development in Downtown Jersey City. The extension of a physical connector into Downtown is contrary to the purpose of the HBLRT system which is to have people ride transit.

As you are aware Jersey City is in a non attainment area for air quality and as such the NJTPA must further projects that improve not hinder air quality in the area as part of its State Implementation Plan (SIP) requirements. As such this alternative should be dropped.

I am forwarding by copy of this email to Joseph North, Director of Light Rail Operations, NJ Transit, Jim Mc Dermott, NJ Transit and Cliff Sobel, Assistant Executive Director at the NJTPA.

I too question why this proposal is still in the mix and while I am currently out of state will be available next week to discuss this further.

Thank you for your consideration of my comments.

Suzanne Mack, PP, AICP, ITE

My name is Suzanne T. Mack. I am a member of the JC Board of Education facility committee which I currently chair. Stan Wojchik, the Board's Transportation Coordinator who serves on your study committee is currently away, as I am.

In consultation with the Board President William De Rosa I am making this statement. The JCPS recently opened the Frank Conwell Educational Complex which houses 1600

students pre k to eighth grade and several hundred staff. The sending district is quite large. The JCPS does not bus children to school with the exception of special education and bilingual education students. With the closing of the school at Grand and Jersey Avenue parents expressed concerns over the placement of the school along a major thoroughfare.

We have advanced strategies of the Safe Routes to School Program. We are firmly committed to strategies that promote the pedestrian safety of our students and staff. As such, we are currently opposed to the extension of Jersey Avenue if it results in an increase in traffic in the vicinity of the school.

Stan will return next week and if you need additional information he is available, as are members of the Board to discuss this further. We appreciate your involvement of the Jersey City Public Schools in your study.

SUZANNE MACK, MEMBER OF THE JERSEY CITY BOARD OF EDUCATION

Please note 3 separate emails were transmitted prior to the 5pm deadline for public comment on the Jersey City Downtown Transportation Study representing three separate groups. I was responding on behalf of:

- 1 Jersey City Board of Education
2. North Jersey Transit Advisory Committee to NJ Transit,
3. Jersey City resident who in 1995-1998 as Executive Director of the Hudson TMA conducted the Diagnostic Team process in the Establishment of the Hudson Bergen LRT grade crossing at Jersey Ave in the vicinity of Aetna Street.

If you require any additional clarification please let me know and thank you for your consideration.

Suzanne MACK, MEMBER OF THE JERSEY CITY BOARD OF EDUCATION, Facilities Committee Chair

Suzanne Mack, Chair, North Jersey Transit Advisory Committee to NJ Transit

Suzanne Mack, former Executive Director, Hudson TMA

As one of the co-chairs of HART (hartwheels.org), I wish to comment for the record.

I have lived in Jersey City for 12 years.

The purpose of the study should be to facilitate the movement of people thru the area, primarily thru improvements in public transportation and disincentives for people to bring in their motor vehicles. NOT thru the construction of more roads and parking lots and the reconstruction of intersections to accomodate more motor vehicle traffic.

We already have too much congestion and too much air pollution. Does the circulation study consider air quality impacts when reviewing alternatives?

I am steadfastly opposed to the connection of Jersey Ave. with Phillips Drive. Others have eloquently explained why this is a non-starter.

Where possible, we need to allow the HBLRT to pre-empt automobile traffic at crossings. This would improve HBLRT operations and allow us to more fully realize the potential benefits of our light rail investment.

Serious consideration should be given to the extension of HBLRT to Staten Island over the Bayonne Bridge if that can be justified by potential customer volume and reduce auto travel to/thru Jersey City. Similarly, we may want to consider extension of the West Side branch to Newark Penn Station.

Feeder parking lots should be situated outside of downtown Jersey City. We should not expand parking capacity at Liberty State Park.

Speed bumps should be utilized to slow and limit traffic on Bayview Ave east and other streets to discourage commuter traffic thru the Lafayette section.

Steve Lanset

COMMENTS REGARDING ACCESS TO HUDSON RIVER WATERFRONT FROM
NJ TURNPIKE EXTENSION (CENTER/MERSELES)

Dear Naomi,

Unfortunately something came up at work that I will be unable to attend this Public Hearing tomorrow. Would it be possible for you or someone there to read off one of my email letters with my complaints on the "New Traffic Patterns-NO FLOW" they have created with the Barriers at the Montgomery Street Light when you get off the Turnpike Extension? Traffic is backing up from the light all the way up to the highway pretty much every day now between 6:30 am and 7am, with cars not having the ability to turn left or right once you come off the Turnpike. The light is too slow, the Plastic Barriers are forcing all traffic to go straight and it is backing up huge lines of cars every day. This is becoming a hazard for cars backed-up and for cars trying to go around to get to the Holland Tunnel.

In addition, the double-parking going on all the way down Grand street with the new Hospital and Current Work Sites (*many trucks with construction supplies now double-parking on Grand Street, also many construction workers crossing Grand street and climbing Fences to get in the sites) is causing slow flow down the street.

There are way too many New Traffic Lights near Greene st, Sussex and Grand streets that are too long .

In addition, there is no easy way to get back on the Turnpike Extension to get back home for most commuters given all the construction going on near the start of Columbia Drive at the waterfront and the Montgomery Street Light constant Back-up situation.

Bottom Line: The commute to the waterfront where business buildings are like 30 Hudson has become a nightmare. In fact it would be a good template for a new Video Game because it is such a joke all the obstacles we currently have to dodge and get through to get to 30 Hudson. Whoever thought of pushing all traffic through one slow light(Montgomery St) coming off the Turnpike Extension just doesn't understand or get the traffic flows. People need to take lefts, rights when they get off. It is becoming a Parking Lot once you get off, waiting for everyone to get through the slow light.

Please encourage the People Studying this to remove the Plastic Barriers at Center & Montgomery streets, put some Stops signs back instead of lights closer to the water, or speed up the lights. They need to get the

Traffic Flow going again, it is too slow and congested everywhere.

Anything you can do to convey my and other GS commuters frustrations with our commute to 30 Hudson area, where all the Ferries are as well, would be greatly appreciated.

Regards,
Susan McCabe

COMMENTS REGARDING BICYCLE AND PEDESTRIAN ACCESSIBILITY AND SAFETY

Naomi,

Please include these recommendation in the study comments, pretty much substitute Jersey City for New York City.

Dan Levin

T.A. Magazine Article

Fall 2003 <<http://www.transalt.org/press/magazine/034Fall/index.html>>, p.18

*Lessons from Europe
What Germany and Holland Can Teach NYC About Bicycle and Pedestrian Safety*

Crazed cabbies, aggressive sports utility drivers and cell phoning motorists can make New York City streets feel dangerous. Unfortunately, this perception is accurate. Every year, motorists strike and injure an average of 15,000 pedestrians and 4,500 bicyclists in New York City.

New York City has already traffic calmed Herald Square. The project's success should inspire the City to do more.

New York City should look to what Germany and Holland have done to encourage bicycling and walking and reduce bicyclist and pedestrian deaths and injuries. Like New York City, these countries are heavily urban and are dependent on public transportation.

In the last few decades, Germany and Holland have made extraordinary progress to improve the safety of people walking and bicycling. From 1975 to 2001, cycling trips in Germany doubled, but bicycling deaths declined by 64% and pedestrian fatalities by 82%. In Holland, pedestrian fatalities declined by 73% and cycling fatalities by 57%. (Note: New York City decreased the number of pedestrian fatalities by 40% between 1983 and 2002, from 305 to 184. Unfortunately, the City has not made similar progress in reducing pedestrian injuries or cycling deaths and injuries.)

Germany and Holland have improved conditions for bicyclists and pedestrians by employing concerted, long-term public policies to reengineer streets, change urban design, strengthen traffic enforcement and traffic laws and institute more vigorous driver education. Almost

all of what these countries have done could be replicated in some form in New York City, and would help to reduce significantly the number of New Yorkers struck, injured and killed by drivers.

Better Facilities for Walking and Cycling

German and Dutch policy calls for extensive auto-free zones for pedestrians; wide, well-lit sidewalks; pedestrian refuge islands; clearly-marked zebra crosswalks; and pedestrian-activated crossing signals. Dutch and German cities have also invested heavily in expanding and improving bicycling facilities. Between 1978 and 1996, the Dutch more than doubled their already massive network of bike paths and lanes; the Germans tripled theirs from 1976 to 1995. Germany and Holland also provide an increasing number of "bicycle streets," where cyclists have strict right of way.

In New York City:

- * Tame big, scary streets like Atlantic Avenue and Flatbush Avenue in Brooklyn and Queens Boulevard in Queens by installing and widening medians, extending sidewalks at corners ("neckdowns") and using raised intersections and crosswalks to slow turning vehicles and reduce speeds at intersections.

- * Re-engineer bridge and tunnel entrances, like the Brooklyn side of the Manhattan and Brooklyn Bridges, and mega-intersections like Grand Army Plaza in Brooklyn and Columbus Circle in Manhattan to put walkers and cyclists on equal footing with motorists.

- * Connect bridges, greenways and bike lanes with safe bike lanes, including physically separated on-street lanes like the ones in Herald and Madison Squares in Manhattan.

- * Widen the sidewalks on 7th and 8th Avenues near Penn Station and the Port Authority Bus Terminal in Manhattan and near other crowded transit hubs.

- * Make Broadway between 42nd and 44th Streets in Midtown Manhattan and the areas near the stock exchange and Federal Reserve Bank in lower Manhattan into pedestrian space, and consider pedestrianizing Broadway between 34th and 42nd Streets.

Traffic Calming

Traffic calming limits the speeds of motor vehicle traffic through both law and physical barriers. Traffic calming techniques include raised

intersections and crosswalks, traffic circles, road narrowing, zigzag routes, curves, speed humps and artificial dead-ends created by mid-block closures. In both The Netherlands and Germany, city officials use traffic calming to tame whole areas, not just isolated streets within that area. By approaching the problem from an area-wide perspective, German and Dutch officials ensure that faster through-traffic gets displaced onto arterial routes designed to handle it, and not simply shifted from one local road to another.

In New York City:

* Launch a Safe Routes to School program with public fanfare, and traffic calm the area around the 135 most pedestrian unfriendly schools.

* Regularly employ raised crosswalks, intersections and the full range of traffic calming engineering techniques to reduce through-traffic and slow traffic on secondary arterials like Hicks Street in Downtown Brooklyn.

* Traffic calm streets near museums, universities and other large institutions that are major pedestrian destinations.

People-Oriented Urban Design

Attractive bollards, like the ones on West 8th Street in Manhattan, foster safe and appealing walking areas.

New suburban developments in The Netherlands and Germany are designed to provide safe and convenient pedestrian and bicycling access. Residential developments almost always include other uses such as cultural centers, shopping and service establishments that can easily be reached by foot or bike. When non-motorists must traverse an obstacle such as a highway, railroad or river, Dutch and German cities usually provide them with safe and attractive pedestrian and bicyclist crossings.

In New York City:

Convert some on-street parking spots in crowded areas into space for newsstands and vendors.

* Change building regulations to limit curb cuts, thus reducing the number of vehicles crossing sidewalks. Ensure that gas stations, parking lots and drive-through restaurants are safe and easy for pedestrians to walk around.

* Ensure that big box stores are designed for congenial pedestrian

access and are not islands in a vast sea of parking. Do not allow auto-dependent malls or big box stores unless they provide free delivery.

- * Scale down development plans for Hudson River Park and Brooklyn Bridge Park.

- * Continue to limit parking at new residential and commercial developments.

- * Keep motorists from parking and driving on sidewalks by using sturdy bollards.

- * Consider building light rail on heavily used bus corridors like Queens Boulevard in Queens, and First and Second Avenues and 42nd Street in Manhattan.

Restrictions on Motor Vehicle Use

Dutch and German cities also restrict auto use by charging much more for parking than American cities. In addition, most Dutch and German cities prohibit truck traffic and through-traffic of any kind in residential neighborhoods.

- *The City closed the Columbus Circle entrance to Central Park and reclaimed it as park space. Next step: a car-free park.*

- *In New York City:*

- * Make Central and Prospect Parks car-free.

- * Charge more for on-street parking to reduce the double parking threat to cyclists and properly reflect the value of this desirable public property. Expand the DOT's Midtown Commercial Vehicle Congestion Parking Program to include all arterial streets throughout the city.

- * Toll the East River bridges to pay for the cost of bridge upkeep and fund new public transportation.

- * End free on-street parking for municipal employees. Begin by banning city employees from parking in metered spaces

- * Launch "Kill Your Speed, Not a Child" media campaign. Traffic Education*

Driver training for motorists in The Netherlands and Germany is much more extensive, thorough and expensive than in the United States. In their training programs, the Dutch and Germans emphasize how crucial it is to pay special attention to avoiding collisions with pedestrians and

cyclists. Motorists are required by law to drive in a way that minimizes the risk of injury for pedestrians and cyclists even if they are jaywalking, cycling in the wrong direction, ignoring traffic signals or otherwise violating traffic regulations.

In New York City:

- * Pass New York State legislation funding the adoption of AAA Traffic Safety Foundation's "Novice Driver, Model Curriculum."
- * Launch "Kill Your Speed, Not a Child" media campaign.
- * Hire an expert consult to audit the existing curriculum of driver education classes in New York City and its suburbs.

Traffic Regulations and Enforcement

Traffic regulations in Germany and The Netherlands strongly favor pedestrians and bicyclists. The most significant difference between the transportation policy of these countries and that of the United States is how much more strictly they enforce traffic regulations for motorists. German and Dutch penalties can be high, even for minor violations. They consider not stopping for pedestrians at crosswalks a serious offense and will ticket a motorist for non-compliance, even if pedestrians are only waiting at the curb and are not actually in the crosswalk.

In New York City:

- * Pass state legislation allowing New York City to deploy 200 red light cameras. (Start with legislation allowing 100.)
- * Pass state legislation allowing New York City to deploy 100 speed cameras. (Start with allowing the city to use six car-mounted speed cameras like Washington D.C.)
- * Increase enforcement of illegal oversize trucks and trucks driving outside of designated routes.
- * Pass state legislation making it a felony for a motorist with a suspended or revoked drivers license to be involved as a driver in a crash in which someone is injured or killed.
- * Raise the fine for speeding, red light running and reckless driving on New York City streets to \$250 per violation and allow police to confiscate vehicles driven on sidewalks.
- * Pass state legislation reducing the requirement to prove intent in crashes involving injury and death to one illegal action instead of two. (End the rule of two.)

/Based on "Promoting Safe Walking and Cycling to Improve Public Health: Lessons from The Netherlands and Germany" by John Pucher and Lewis Dykstra, September 2003. www.walkinginfo.org/pdf/AJPHArticle.pdf
<<http://www.walkinginfo.org/pdf/AJPHArticle.pdf>>.

Hello,

I may not be able to attend the upcoming public meeting regarding the downtown Jersey City traffic study. Thus far I have heard lots of comments about the Jersey Avenue/Grand street area but nothing about the Newport Mall area.

I think the area around Newport mall is dangerous for both pedestrian and vehicular traffic and is in serious need of rework. Have traffic problems in this area been raised? How can I find out what is on the plate for the Newport Mall vicinity (and provide comments) if I am unable to attend the public meetings? I've checked the website <http://www.downtownjcras.com> but cannot find any comment or plans relating to this area....

Sincerely,
Lisa Acevedo

Dear Ms. Hsu,

I would urge you and your colleagues to give primary consideration to the safety and convenience of pedestrians, most of whom ride public transportation, and bikers (i.e. dedicated bike paths). Drivers in Jersey City consistently fail to yield to either pedestrians or bicyclists with the right of way, or to stop when lights turn red. The best way to improve access for everyone is to keep cars out entirely by making parking and rapid transit available on the outskirts.

Sincerely,
Suzanne Sullivan



Jerramiah T. Healy, Mayor
City of Jersey City

Housing, Economic Development
And Commerce Department
Division of City Planning

30 Montgomery Street Suite 1400
Jersey City, N.J. 07302-3821
Phone: 201.547.5010
Fax: 201.547.4323

**Regional Waterfront Access and Downtown Circulation Study
Public Meeting 3
Council Chambers, City Hall
Thursday, March 1, 2007, 6 PM**

Minutes

In attendance:

- Thomas Pfister, Friends of Liberty State Park
- Tony D'Auria, Goldman Sachs
- Barbara Burza
- Chris Bray, Lafayette Neighborhood Action Committee
- George Garcia, Garcia Turula LLC
- Josh Schneider, NJTPA
- Maureen Crowley
- Deneine Morant, MCRADC
- Diana Petolino, Jersey City Public Schools
- Dale Hardman
- James Greller, HCIA
- Eliza Wright, Friends of Liberty State Park
- Steve Lanset
- Julie Daugherty
- Alan Pollack, Friends of Liberty State Park
- Lorraine Gagliardotto
- Andrea Zuckerman
- Gail Bedard
- David Alden
- June Jones
- Connie Claman, Liberty Science Center
- Frank Gallagher, Liberty State Park
- Dan Spadaro
- Craig Buckbee
- David Sheoner
- Dianna Guadagnino
- Nikki Sirken
- Suzy Winkler
- Dan North
- Sam Pesin

- Steve Brown, Port Authority of New York and New Jersey
- Mia Scanga
- Tim Keating
- Tanya Chauhan, Lafayette Neighborhood Action Committee
- Patricia Giordan
- Angus Vail
- Sue Mack
- Vern Yenor
- Dorcey Winant
- Douglas Greenfeld, Jersey City HEDC
- Naomi Hsu, Jersey City Planning
- Louis Luglio, Vollmer Associates

Douglas Greenfeld, Supervising Planner at the Jersey City Department of Housing, Economic Development, and Commerce, welcomed the public and made opening remarks. Mr. Greenfeld emphasized that the study has been, and will continue to be, an objective and transparent process. Mr. Greenfeld noted the continued participation of the Steering Committee, which is comprised of representatives from various Jersey City departments, neighborhood groups, state transportation agencies, and the business and development community. He said that the consultants' charge is to look at the various projects objectively and to provide an unbiased report on their effectiveness. Mr. Greenfeld invited the public to visit the study website (www.downtownjcras.com) and announced that there would be a public comment period until 5 PM on Monday, March 5.

Following his opening remarks, Mr. Greenfeld presented the weighted evaluation criteria that will be used to score the proposed transit and roadway projects. A handout of the evaluation criteria was available to all attendees of the public meeting.

The final set of evaluation criteria includes four goals: Cost, Time Frame, Traffic Flow, and Local Impacts. Within the goals of Traffic Flow and Local Impacts are four criteria each. The four criteria within the Traffic Flow goal include: Downtown Circulation during the morning peak, Downtown Circulation during the evening peak, Regional Mobility during the morning peak, and Regional Mobility during the evening peak. The four criteria within the Local Impacts goal include: Pedestrian and Bicycle Accessibility, Access to Study Area, Pedestrian and Vehicular Safety, and Construction and Environmental Impacts.

The study's Steering Committee assigned weights to the evaluation criteria at the February 27 Steering Committee meeting. The Steering Committee did not score projects. Each agency in attendance of the meeting was asked to weigh the criteria based on the values of their respective agency.

The following agencies in attendance of the February 27 Steering Committee meeting participated in the weighting of the evaluation criteria:

- Neighborhood Groups (Historic Paulus Hook Association, Harsimus Cove Association, Lafayette Neighborhood Action Committee)
- Friends of Liberty State Park
- NJ Turnpike Authority
- NJDOT
- NJ Transit
- Jersey City Planning
- Jersey City Engineering
- Jersey City Redevelopment Agency
- Jersey City Mayor’s Office
- Jersey City City Council
- Hudson County
- Business and Development Community
- Liberty State Park and Liberty Science Center

Equal weight was given to all agencies in attendance. The weights of goals and criteria were calculated at the February 27 meeting in front of the Steering Committee.

The final goal weights are as follows:

▪ Cost	185
▪ Time Frame	181
▪ Traffic Flow	346
▪ Local Impacts	288
Total	1000

Traffic Flow criteria:

▪ Downtown Circulation AM	96
▪ Downtown Circulation PM	77
▪ Regional Mobility AM	101
▪ Regional Mobility PM	72
Total	346

Local Impacts criteria:

▪ Pedestrian and Bicycle Accessibility	59
▪ Access to Study Area	82
▪ Pedestrian and Vehicular Safety	91
▪ Construction and Environmental Impacts	57
Total	288

Please see the table of evaluation criteria with definitions and maximum scores attached to these meeting minutes.

In response to the evaluation criteria and weights, several attendees of the public meeting said that the criteria poorly reflect the interests of Jersey City residents and that more weight should be given to the goal of Local Impacts. Others said that Traffic Flow

should be considered a local impact. Mr. Greenfeld said that the Traffic Flow criteria would be scored based on the modeling results and that the project team will use their professional judgment when scoring the projects with the Local Impact criteria. The project team will solicit feedback from the public on the project scoring.

Following the discussion of the evaluation criteria, Lou Luglio of Vollmer Associates reviewed the mass transit and roadway concepts under examination as part of the study.

Mass Transit Projects include:

- Light rail through the Bergen Arches and on the Sixth Street Embankment
- Bus rapid transit through the Bergen Arches and on the Sixth Street Embankment
- Intercept Parking at:
 - Secaucus Transfer Station
 - Meadowlands Sports Complex
 - Bayonne
 - Tonnelle Avenue
 - Monmouth and Grand Streets in Jersey City
 - Liberty State Park HBLR Station (parking garage)
 - Elizabeth
 - Newark (near Turnpike Exit 14)

While the consultant team is examining both roadway and mass transit projects, concept designs for four roadway projects were presented at the meeting. They included:

- Concept 1: Extension of Jersey Avenue over the mouth of Mill Creek to Phillip Drive
- Concept 2: Center and Merseles Streets flyovers over Montgomery Street
- Concept 3: Extension of Merseles Street from Pacific Avenue to Wilson Street with connection to an extension of Aetna Street
- Concept 4: 11th Street viaduct (direct connection from existing 11th Street viaduct to NJ Turnpike Extension)

PDFs of the concept designs are available on the study website. The roadway projects are being analyzed individually and in combination. At the time of the public meeting, the modeling of the various roadway and transit projects was not complete.

Following the presentations, the public was invited to make comments.

Sam Pesin, President of Friends of Liberty State Park, voiced his opposition to Concept 1, the Jersey Avenue extension. Mr. Pesin asked that a comprehensive study be performed to investigate the impacts of an extension of Jersey Avenue on access to Liberty State Park. He noted that Jersey City's Liberty State Park is equivalent to New York City's Central Park, and, therefore, it must be protected. Mr. Pesin said that he believes that the extension of Jersey Avenue would create gridlock along Phillip Drive, causing vehicles to take internal park roads to avoid long queues at the intersection

of Phillip Drive and Audrey Zapp Drive. Mr. Pesin also said that he was concerned about the impact of the Jersey Avenue extension on the planned restoration of the park. Mr. Pesin noted that, with the Jersey Avenue extension, a stealth highway would be created to downtown via Highway 169, Caven Point Road, Phillip Drive, and Jersey Avenue. Mr. Pesin declared that intercept parking should be the top priority. Mr. Pesin added that the Sixth Street Embankment should be a park with trails. Mr. Pesin said that the Friends of Liberty State Park support Concept 3, the extension of Merseles Street from Pacific Avenue to Wilson Street with a connection to an extension of Aetna Street, as well as Concept 4, the 11th Street viaduct. Mr. Greenfeld pointed out that the method to evaluate the impact of intercept parking is to give weight to the Traffic Flow criteria.

Maureen Crowley asked that the concept of bus rapid transit on the Sixth Street Embankment be removed from consideration.

Diana Petolino of the Jersey City Public Schools voiced her concern over Concept 1, an extension of Jersey Avenue, due to its proximity to schools. Ms. Petolino said that Concept 1 would increase the traffic at the intersection of Grand Street and Jersey Avenue, which could be potentially dangerous for students and staff, many of whom walk to and from school. Ms. Petolino also said that she hoped that appropriate weight would be given to the Local Impacts criteria.

Tim Keating stated that he is against Concept 1, the extension of Jersey Avenue, and increased traffic in Liberty State Park. Mr. Keating said that instead of looking at traffic flow, the study should examine the number of vehicles per day in downtown Jersey City. Mr. Keating said that changes should be made to make it more difficult to drive and easier to take mass transit.

Chris Bray stated that the bottom line is that thousands of vehicles are coming to Jersey City, and something must be done to alleviate traffic. Mr. Bray suggested that the creation of incentives to increase park and ride usage be explored. Mr. Bray said that more park and rides are needed. If Concept 1, the extension of Jersey Avenue, were implemented, Mr. Bray suggested that it could be closed during certain times of the day to lessen impacts of traffic on Liberty State Park. Mr. Bray noted that the truck route on Pacific Avenue is problematic and said that he wants traffic out of the Lafayette neighborhood, where he is a resident.

Michel Cuillerier said that Jersey City must promote Smart Growth principles. Mr. Cuillerier said that he is open to Concepts 2 and 4. He said that the construction of more roads will only induce more traffic. Mr. Cuillerier said that Jersey City must do a better job of maintaining the roads it already has. Mr. Cuillerier added that, as a result of the study, Jersey City is pitting neighborhood against neighborhood.

Steve Lanset said that Concept 3, the flyovers of Center and Merseles Streets over Montgomery Street, may be the least controversial roadway project being examined. However, Mr. Lanset asked if this concept would put more traffic on Jersey Avenue. He questioned whether the public had been offered enough projects to consider. Mr. Lanset

also asked if the existing road network could handle the traffic that will result from the planned development in Jersey City.

John Gelman said that the intersection Grand and Grove Streets is already a disaster and that the four roadway concepts seem to put even more traffic on Grand Street. Mr. Gelman also voiced opposition to Concept 1, the Jersey Avenue extension.

June Jones said she supports more mass transit. She noted that there are traffic problems in the Lafayette neighborhood, especially on Pacific Avenue. She said that she is concerned that Jersey City has taken a divide-and-conquer approach in its handling of concerns of the neighborhoods. Ms. Jones said that the public needs more options to consider.

Mia Scanga said that it is astounding that the extension of Jersey Avenue, Concept 1, is back on the table. She noted that the light rail is too slow, because Jersey City does not give NJ Transit pre-emption at traffic signals. Ms. Scanga asked what the impact of the light rail crossing on an extension of Jersey Avenue would be. Ms. Scanga said that Concept 2, flyovers of Center and Merseles Streets over Montgomery Street, and Concept 4, the 11th Street viaduct, could potentially be reasonable projects.

Alan Pollack also expressed surprise that the Jersey Avenue extension, Concept 1, was being re-examined. Mr. Pollack recommended that future public meetings regarding the study be broadcast on JC1, the local access television station.

Tanya Chauhan said that Concept 1, the Jersey Avenue extension, may not increase traffic in downtown Jersey City. Ms. Chauhan said that there needs to be an examination of the underlying assumptions of all the concepts. Ms. Chauhan said that she did not believe that the through-traffic in the Lafayette neighborhood is bound for the Holland Tunnel; it may be destined for downtown Jersey City. Ms. Chauhan voiced concern over Concept 3, the Merseles Street extension, which she felt would cut the Lafayette neighborhood off from downtown Jersey City and still put traffic on Jersey Avenue and Grand Street.

Sue Mack provided some historical background on the Jersey Avenue extension. Ms. Mack said that a traffic study completed by EBASCO in the 1990s resulted in a low parking ratio for Jersey City. The study also recommended an extension of Jersey Avenue, but that project was stopped. Ms. Mack voiced concern over the impacts of the roadway concepts on air quality. Ms. Mack said that Public School 3 was built under an agreement with Jersey City that there would not be an extension of Jersey Avenue. She voiced concern over the impact Concept 1 on the light rail crossing at Jersey Avenue and the schoolchildren at Public School 3. Ms. Mack added that trucks will use an extension of Jersey Avenue. Ms. Mack said that Jersey City should ban truck routes through residential neighborhoods. Ms. Mack concluded by saying that the evaluation criteria are flawed and not broad enough, which will result in unusable recommendations.

Dorcey Winant said that there are too many buildings, too many people, and too many

roads in the Paulus Hook neighborhood. Ms. Winant said that one thousand Jersey Avenue extensions would not solve the traffic problem and that there must be more mass transit options. Ms. Winant also spoke against light rail on the Sixth Street Embankment. Ms. Winant voiced concern over the environmental impacts of more roads.

Catherine Grimm asked why no Jersey City officials were in attendance of the March 1 public meeting. She said that the study should have been complete a long time ago, before the development and should have examined what the existing infrastructure could support. Ms. Grimm noted that traffic impact analyses become out-of-date quickly and are not comprehensive. She asked who would pay for improvements that will be recommended and how many properties would be taken for new roadway. Ms. Grimm said that the ramps of Concept 2 touchdown near a school zone and may be unsafe for pedestrians. Ms. Grimm asked that the schools and PTAs be notified of the next public meeting.

Craig Buckbee said that Concept 4, the 11th Street viaduct, would induce traffic to the Home Depot under construction on 12th Street. He said that the Home Depot should be asked to contribute to the construction of the 11th Street viaduct, because it will provide their patrons access to the store.

Dale Hardman said that he opposes the extension of Jersey Avenue. He said that the only feasible project is Concept 4, the 11th Street viaduct, but that none of the roadway concepts were good. Mr. Hardman said that he opposes bus rapid transit on the Sixth Street Embankment. Mr. Hardman asked why no City officials were in attendance and why the meeting was not being filmed for broadcast on JC1. Mr. Hardman said that the public should be suspicious, because Jersey City is not addressing the concerns of the local residents. He said that the weights of the evaluation criteria do not reflect the values of the residents of Jersey City.

The meeting concluded at 9:30 PM. The final public meeting is tentatively scheduled for the evening of Thursday, April 26, 2007. At the next meeting, the project team will present their recommendations.

For more information, please visit the study website: www.downtownjcras.com.

Jersey City RA/DC Study

Weighted Evaluation Criteria

Criterion	Definition
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Goal 1: Cost (Maximum Goal Score: 185)

Capital Cost	What is the total project capital cost, including acquisition of ROW, permitting, design, and construction? (Maximum Criterion Score: 185)
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Goal 2: Time Frame (Maximum Goal Score: 181)

Time for Total Completion	What is the time frame for completion of design, acquisition of funding, acquisition of R.O.W., permitting, and construction for all construction phases of the project? (Maximum Criterion Score: 181)
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Goal 3: Traffic Flow (Maximum Goal Score: 346)

Downtown Circulation – AM Peak Hour	What is the impact to traffic flow on the local streets in the study area in the AM peak? (Measured in total hours of vehicle delay above normal delay for 2020 no-build scenario.) (Maximum Criterion Score: 96)
Downtown Circulation – PM Peak Hour	What is the impact to traffic flow on the local streets in the study area in the PM peak? (Measured in total hours of vehicle delay above normal delay for 2020 no-build scenario.) (Maximum Criterion Score: 77)
Regional Mobility - AM Peak Hour	What is the impact on regional mobility to downtown employment and population centers in the AM peak? (Measured in total hours of vehicle delay above normal delay for 2020 no-build scenario on roadway corridors in the study area that provide regional access to Grand Jersey, Liberty Harbor North, Exchange Place, Newport, or the Jersey Avenue Redevelopment Plan Area.) (Maximum Criterion Score: 101)

Jersey City RA/DC Study

Weighted Evaluation Criteria

Regional Mobility - PM Peak Hour	<p>What is the impact on regional mobility to downtown employment and population centers in the PM peak? (Measured in total hours of vehicle delay above normal delay for 2020 no-build scenario on roadway corridors in the study area that provide regional access to Grand Jersey, Liberty Harbor North, Exchange Place, Newport, or the Jersey Avenue Redevelopment Plan Area.) (Maximum Criterion Score: 72)</p>
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Goal 4: Other Local Impacts (Maximum Goal Score: 291)

Pedestrian and Bicycle Accessibility	<p>Does the project impact existing or potential routes for pedestrians or bicyclists within Jersey City? (Beneficial is determined if there is diversion of vehicles from a street in anywhere in Jersey City or if there is creation of a new safe bicycle and pedestrian route. Detrimental is determined if there is addition of vehicular traffic beyond capacity to local streets anywhere in Jersey City .) (Maximum Criterion Score: 59)</p>
Access to Study Area	<p>Does the project impact access between another Jersey City neighborhood or area and the Study Area? (Improves access is determined if there is creation of a new pedestrian, bicycle, vehicular, or mass transit route between another neighborhood or area and the Study Area. Diminishes access is determined if access is impeded for any reason.) (Maximum Criterion Score: 82)</p>
Pedestrian and Vehicular Safety	<p>Does the project impact the safety of pedestrians, bicyclists or vehicular passengers? (Maximum Criterion Score: 92)</p>
Construction and Environmental Impacts	<p>What is the short term construction impact and long term air quality and noise impacts to the area surrounding the project? (Measured by the proximity of the project to an existing neighborhood.) (Maximum Criterion Score: 57)</p>

Jersey City Regional Waterfront Access and Downtown Circulation Study
Public Comment Period 3
March 1 – March 5, 2007

Dear Ms Hsu,

After attending the traffic study meeting last night Thursday March 1st at City Hall, I would like to reiterate support for the Jersey Avenue extension.

The Lafayette neighborhood does not have easy access to the downtown area, but still suffers a disproportionate burden of traffic flow exiting off the NJ turnpike on to Phillips street, which then proceeds thru Lafayette on the way to downtown.

I don't believe that the Jersey Avenue extension will necessarily increase traffic to downtown, but just send the same amount of traffic on a more direct route.

Another point is that a Jersey Avenue extension would give better access from downtown to Liberty State Park, which I believe is an underutilized resource partly it is relatively difficult to reach the Park from the downtown area.

The Merseles St extension has been proposed as an alternative compromise to the Jersey Avenue extension. If this were to go ahead, I would very much like to emphasize that as it stands, this plan still leaves the Lafayette neighborhood cut off from downtown.

However, if Merseles St extension plan were to go ahead, wWhat would be preferable would be to add an onramp from Johnson Avenue/Audrey Zapp, that would join up with the Merseles St extension. This would give access to people from Lafayette to have a more direct route downtown. This is especially important given the high traffic volume along Pacific Avenue and Grand Streets.

Please find attached a PDF file scan of the Merseles St extension with my notes and indicated location for this onramp.

Thank you for your continuing help with the traffic study.

Sincerely,

Angus Vail

Since I was unable to attend last nights meeting I wanted to submit my public comments:

- 1) As the study proceeds the scope seems more and more limited and that

a city-wide traffic circulation study is needed.

2) Most notable in impacting areas outside of the study area is the Jersey Ave Extension alternative/project. Since, it will not only impact the Lafayette neighborhood (which most people believe it will benefit), this alternative as the Friends of Liberty State Park make clear, clearly and most likely negatively impact Liberty State Park, the most visited state park in NJ and the 2nd most visited in the nation. If the study recommends this project, its impact and effect on LSP must be evaluated and mitigated. Presently, in NYC, progress is underway to ban cars from Central and Prospect Parks. Perhaps this is the next step for Liberty State Park and that Phillips St. could be closed within LSP to stop cut through traffic from south to a potential Jersey Ave Bridge and the Lafayette neighborhood. Unfortunately, this study will not be considering this.

3) While as per the recent Steering Committee meeting, potential bicycle and pedestrian improvements will be evaluated at the end of the study, reducing intra-downtown traffic within the study area cannot and should not be minimized. Given the small distances, transit options and current high car use, substantial benefits to improving flow and circulation should be available to the study. The Jersey City Bicycle Master Plan failed to provide for on street bicycle lanes when approved fall 2005. I suggest that the study revisit the Rutgers Jersey City Bicycle Plan of 2000, and evaluate implementation of bicycle lanes in the the study area. I would look for the study to propose initiatives to reduce traffic internal to the study area.

4) Members of the public have questioned whether there is real substance to any initiative for Light Rail on the 6th Street Embankment. Efforts to acquire the property for use as a park and part of the East Coast Greenway are being hindered by this idea if it has little merit. NJ Transit has described technical problems in Newport and redundancy with existing service between Hoboken and Secaucus. If the study or city is evaluating LRT via 6th Street Embankment, I believe that Jersey City and NJ Transit should also be studying and evaluating the best and most beneficial ways to expand the HBLRT by studying southern extension to Staten Island which also can be a recommendation from this study and Director of City Planning, Bob Cotter's ideas of extending west across Newark Bay, rather west to Secaucus. At our Steering Committee meeting and from I am told, last night, Lou described his preference of Bus Rapid Transit as it being more flexible and not fixed. Needless to say this is even more problematic for the 6th Street Embankment, a roadway through a National Historic District and again, given NJ Transits description of east/west transport to go through Hoboken Terminal, BRT would/should also go to Hoboken Terminal and not

to Newport. As NJ Transit considers development for the area around and the rail yards of Hoboken Terminal, an expanded bus terminal could be studied.

5) I would like to request that the study look more deeply at the long term problem of getting Turnpike traffic to the entrance to the Holland Tunnel and the waterfront commercial area with minimal diversion to local streets east of the Turnpike. Congestion carries huge economic and social costs. Just as NYC is recognizing as they evaluate congestion pricing for vehicles entering Manhattan, we must recognize that economic growth is not the short term impact of giving tax incentives to build residential housing, but addressing structural issues that will impact our local economy in the future. For Jersey City to be competitive, our planning process must brush aside some of the political interference and truly study real long term solutions in addition to that which is already under evaluation.

6) I would also like to request that statistics on traffic fatalities and injuries in Jersey City be added to this report.

Thank you,
Daniel Levin

Dear Naomi Hsu,

Thank you for hearing public comment on the Jersey Avenue extension issue. This morning I walked home from Bright Street to Monitor Street, after leaving my car at the mechanic. I walked past the Medical Center, along Jersey Ave, over the foot bridge to Liberty State Park.

If you haven't already done so, I would encourage you to take this walk in the morning, during rush hour and draw your own conclusions. First there is a vast new empty road, which is Jersey Ave, south of Grand Street, adjacent to the Medical Center. This stops at a little wooden foot bridge and then, up ahead, a pileup of commuter cars, unable to continue straight, make a turn that looks like a detour, onto Audrey Zapp Drive, crawling up along Johnston Ave, snaking onto Pacific, winding along Grand Street, past the school and the Medical Center anyway, and piling up at a light to get onto Jersey Ave. It is visually and logically ridiculous.

No matter what the opposition to the Jersey Avenue extension is, the real life observation of the traffic flow in this area makes it clear that the extension is inevitable.

Thanks again,
Cheryl Russo

This project has been presented every few years. It's like those who wish this project to happen, no matter what the taxpayers want, believe that they just need to keep presenting the project and eventually the people will give up.

Let's look at what has taken place to date. A 1.6 billion dollar Light Rail System was built to move commuters and lower car emissions. Well the Light Rail stills needs to be used more and our air has not improved!

Next an enlargement of the Turnpike extension ramp to Christopher Columbus was built to improve access for commuters. Another taxpayer expense which still hasn't fully been realized. Cars still pore down Paulus Hook Streets and the air continues to get worse.

So we have now spent huge numbers of taxpayers dollars on two projects that have not fully realized their projected potential in moving commuters, and have not improved our air quality.

Now we have the next taxpayer expenditure which will move commuters back onto Grand Ave then into Paulus Hook Streets (not the designated streets the commuters should be taking), and add more air quality problems. Traffic is like water, it seeks the easiest way to move. Backup to the Holland, down to Christopher Columbus, backup there, down to Grand via this proposed road.

So far the planning has not paid off, other than the construction costs and political gains for some. The taxpayers have yet to see a realized benefit as projected for these projects. Our air quality can't meet Federal Standards yet Federal dollars are to be spent. The Federal Gov't should insist it's standards be meet first, than talk about more ways to move commuters in their cars.

I oppose this plan for Jersey Ave because of the potential addition of commuter cars on inappropriate streets, the current failure to clean Hudson County air to meet federal standards. The use of taxpayers dollars to reduce my quality of life and the failure to make current (and expensive transportation plans) projects realize the potential they were designed to meet. (Note: Light Rail ridership has yet to meet the projections that were used to justify the building of the Light Rail, it was the most expensive rail system per mile ever built!)

Dr. Richard Winant

Dear Naomi,

I am writing to ask the study group to give more weight to local impacts in their considerations.

I also oppose two ideas presented at last week's meeting on the Downtown Circulation Study:

- (1) an extension of Jersey Avenue into Liberty State Park
- (2) the inclusion of a Bus Rapid Transit Lane on top of the Harsimus Branch Embankment

These ideas are assaults on our National Historic Districts and the landmarked Embankment. It is sad that they are being studied at all, after so many years of citizen effort to protect the City's historic assets and expand our scant open space.

There should be a "hands off" approach to Liberty State Park. Fragmenting the park and bringing more vehicular traffic into it shouldn't even be contemplated. At previous public meetings, citizens told you they wanted bike lanes and an emergency lane, not a road. Why must these battles be revisited? A road extension will not only negatively affect the park but also all four Downtown National Historic Districts. By encouraging more auto vehicles on Jersey Avenue and nearby streets, the extension will add to air pollution, noise, and danger to pedestrians and bicyclists, and cause harm to our fragile historic buildings.

Buses overhead on the Embankment, speeding through two National Historic Districts, with their noxious fumes and noise, shaking fragile historic buildings, and destroying a nine-year citizen effort to create a park is too depressing to contemplate. Overwhelming public opposition to the previous Bergen Arches Study proposal for a road through the Erie Cut and over the Embankment should eliminate the BRT from consideration. BRT is shorthand for road; no matter how it's presented initially, we all know that a road is a road.

Sincerely,
Peter Delman

Naomi,

As I can't attend tonight's meeting I am sending this email to notify your office of my opposition to the change of venue for the Foot bridge located at the end off Liberty State Park in Jersey City, NJ. For the past ten or so years the footbridge that connects the North entrance to Liberty State Park to the other side of the Morris Canal has been the subject of whether or not to improve the footbridge to allow vehicle traffic or leave as is.

Knowing that the land on both sides of the footbridge has been purchased for development of condo's and knowing that the traffic these buildings will generate, I oppose any changes to the foot bridge as it currently is used with one exception. I propose that the lights that lead to the bridge on both sides be repaired to allow the foot traffic a safe and well lit path, which for the past eight (4) years they have not worked.

We keep trying to change things for Jersey City Development but can't keep up with our own responsibilities to manage what we have. As a Jersey City resident I find it most peculiar that we tend to push making something right on to the next person instead of dealing with the issues directly.

The last study a couple of years ago, that covered the LSP area that brought out a clear majority (almost unanimous) against anything other than a one lane emergency road on Jersey Ave and nice bike and pedestrian lanes, was evidently just a prelude to this study. Please leave the footbridge as it is.

Regards,

James O'Connor

Dear Ms. Hu:

Please accept this email as an amplification of my previous comments which I had asked that you incorporate into the official minutes of the public meeting on the proposed extension on Jersey Avenue.

I understand that some residents of Van Vorst and the FLSP group are strongly urging the City to extend Merseles rather than Jersey Avenue. How this could be considered a viable alternative eludes me. Merseles Avenue is at least five blocks west of Jersey Avenue, does not connect to the park, and leads not to downtown but to the no-man's land West of Ferris High School. It would not serve to organically knit together the adjacent neighborhoods of Lafayette and Van Vorst and it would not increase public access to the park.

It may well be that Merseles Avenue should be extended as part of the general completion of the street grid in the Morris Canal basin. Indeed, as this grid is completed, the potential failure of the City to complete Jersey Avenue will stick out as a lamentable failure. To apply the logic of the anti Jersey Avenue crowd logic, why does the City not dead end Jersey Avenue at Newark? This will reduce traffic on Jersey Avenue, will discourage cut through commuters, etc. Obviously, this logic is fallacious as is the logic that opposes the extension of Jersey Avenue. The City should stick to its guns and complete the road as soon as possible.

Respectfully submitted,
Daniel W. Sexton

Thanks for all your hard work on these proposals to help our growing city. One thing that I thought about last night was the LSP Park and Ride. Right now, during the AM rush hour, it is quite packed. It seems to me that another 'spill-off' lot should be built near that one. There is a lot of land down there. I wonder if there are cars that are being turned away right now because it is full?

Another thing that should be explored is that if the Jersey Avenue extension is made perhaps there could be time limits to when it is used for general traffic. This might help reduce the amount of opposition.

Finally, I really think it would be smart for the JC Government to seriously look at offering all the large DT businesses incentives to get their employees to use the Park and Rides. This could be implemented in the HR departments where lower-priced Park and Ride vouchers could be purchased on a monthly basis. In other words, JC could absorb some of the costs on these vouchers if it meant less cars on the roads.

All the best,

Chris Bray

As I mentioned at Thursday's public meeting, the study must analyze the negative impact to the HBLRT trains at Jersey Avenue if a roadway were built there. The HBLRT is a \$2 Billion federal project which has seen a steady increase in rider ship as more stations/stops are added as it migrates further north and south in Hudson County. Now there's even talk of connecting HBLRT to the Meadowlands, via the Bergen Arches, and eventually closer to Staten Island.

You can see their route at ..

http://www.mylightrail.com/index.php?option=com_hblr&task=stations&Itemid=90schedule

The next proposed station is at 8th Street in Bayonne. Now a train crosses Jersey Avenue every 2-3 minutes at rush hour and the train is at grade level. I have friends & have read numerous letters in the Jersey Journal of Bayonne residents who refuse to take the HBLRT but take a bus to Exchange Place, which they say is faster, and that's with the Bayonne Bullet express train which doesn't stop at many of the stations including Jersey Avenue. As an occasional rider, I can see it crawls. The HBLRT should have pre-emptive signaling and whatever else is necessary to speed them up. It'll become a necessity as rider ship increases. An additional roadway crossing their grade level tracks is counter productive and dangerous. There have already been several major accidents caused by impatient drivers trying to beat a stop light and then slamming into the side of

a train. What about the cost of repairs and lawsuits that NJ Transit then bears? It's passed onto us as we face another fare increase to sustain the transit systems.

Again look at the other institutions who share that Jersey Avenue intersection. In recent weeks, the fiscal deficits of the JC Medical Center have been in the media. Their number 1 issue is the disproportionate number of uninsured patients they treat. Many of them travel to the medical center via bus, HBLRT, ambulances, mini-vans and cars. Many of their visitors also travel via public transportation. The HBLRT station is across the street from the medical center and riders have to cross Jersey Avenue to get to the hospital. What about their safety?

You'll also note there's a huge billboard advertising a future doctor's office building on Jersey Avenue by the medical center. That site is currently used by hospital guests, hospital mini-vans, teachers and staff of schools 3 & 4. The office building will create its own traffic patterns. As Suzanne Mack noted at the meeting, there's over 1,000 pre-K to middle school students at schools 3 & 4, which cost the state's taxpayers \$48 million to build. There is little busing so many walk there or their parents drop them off, more cars. The schools are located at Jersey Avenue and Bright Street, across from the intersection! What about their safety?

Once Liberty Harbor North is built, and the first residents are moving in this spring, the area will be a nightmare. Let's not add more outside vehicles to this mix. Work on speeding up the HBLRT and adding feeder parking lots to get people out of their cars before they get to Jersey City. For those headed to the Holland Tunnel, let them stay on the turnpike and get off at the tunnel. As for the truck traffic, have the city re-route it off of Pacific Avenue and Grand Street. Have them use the Merseles & Center Streets route, Concept 2. Christopher Columbus is a wider avenue that can handle the truck traffic to the waterfront. Keep cars and trains off the 6th Street Embankment. Take a serious look at Concept 4, the 11th Street Viaduct. Forty million is not major money considering NJ DOT wasted \$250 million for a Secaucus exit from the Transfer Station to no where, since the citizen activists, HART in particular, killed the Bergen Arches highway.

Mia Scanga,
Co-chair HART
Executive Producer - Talking Politics TV show

I appreciate the opportunity to comment again on the criteria used in the evaluation of the four proposals in the report. Vollmer has tried to assure me that the impact of the extension of Jersey Avenue to and from Liberty State Park has taken into account any impact on the Federally funded Hudson Bergen Light Rail Transit System and that a given is that the HBLRT operation will not be compromised negatively by additional degradation of the running time of the HBLRT in this area.

Under Goal 3 Traffic Flow :If we take that as an assumption it should impact the traffic flow issue.I would seriously suggest some footnote explaining that is your initial premise

would be critical to the the acceptance of the validilty of your criteria and acceptance of its outcomes..

That said, the second issue I see would be under Goal 4 Local Impacts: I would suggest that in addition to the one's your now mention (neighborhoods) you further refine this and analyze the impact on Community Facilities.

Certainly a major hospital and a \$48 million school complex that has over 1200 students and employees in my definition constitute a Community facility that bears analysis.

Thank you for consideration of my comments and those entered into the record the other evening by Diana Petolino, Facilities Planner, JC Board of Education.

Suzanne T. Mack, PP, AICP, ITE

Member of the JC Board of Education

Downtown Resident



Jerramiah T. Healy, Mayor
City of Jersey City

Housing, Economic Development
And Commerce Department
Division of City Planning

30 Montgomery Street Suite 1400
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Phone: 201.547.5010
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**Regional Waterfront Access and Downtown Circulation Study
Public Meeting 4
Council Chambers, City Hall
Thursday, May 24, 2007, 6 PM**

Minutes

In attendance:

- Barbara Burza
- Catherine Grimm
- Steve Lanset
- Laurens Hunt
- Anthony Pietrangolare
- Stanley Wojcik, Jersey City Board of Education
- Bill Wissemann, Newport Associates Development Company
- Larry Smith, Dresdner Robin
- Eric Fleming
- Sam Stoia
- Jim McDermott, NJ Transit
- Eliza Wright, Friends of Liberty State Park
- Paul Scheiman
- Barbara Betro
- Tim Billiter
- Mia Scanga
- Gerry Bakirtjy
- Stephanie Daniels
- Jeff Cuthbertson
- John Lane, Hudson County Engineering
- Sam Pesin, Friends of Liberty State Park
- John Tichenor
- Steve Sanders, Historic Paulus Hook Association
- Steve Brown, Port Authority New York and New Jersey
- Mike Selender
- Daniel Levin
- Chris Bray
- Herman Velez
- Douglas Greenfeld, Jersey City HEDC
- Naomi Hsu, Jersey City Planning

- Edwin Reimon, Medina Consultants
- Ken Hausman, Stump/Hausman
- Louis Luglio, Stantec
- Michael Cohen, Stantec

Naomi Hsu, Senior Transportation Planner of the Jersey City Division of City Planning welcomed the public and made opening remarks. Ms. Hsu noted that the two-year effort was funded with a \$176,000 grant from the North Jersey Transportation Planning Authority. She noted the study's significance, as it is the first comprehensive look at traffic in downtown Jersey City since the EBASCO study completed in 1991. Ms. Hsu said that, in order to address projected traffic congestion in the year 2020, the study identified and evaluated many strategies, including roadway projects, expansion of mass transit options, and improvements to bicycle and pedestrian facilities. Ms. Hsu explained that the final report will inform Jersey City's leadership when making decisions on future transportation investments and that recommended projects may be handed off to implementing agencies for funding, design, and construction. Finally, Ms. Hsu thanked the public, the steering committee, her colleagues at the City of Jersey City, and the consultant team for their contributions to the study effort.

Lou Luglio and Michael Cohen of Stantec made a presentation on the study recommendations. Mr. Luglio provided an overview of the modeling of the No-Build conditions in 2020 (i.e., projected condition of the transportation network of downtown Jersey City in the year 2020), including roadway projects expected to be completed by that time. Mr. Luglio also discussed the various potential roadway and mass transit projects and their projected impacts on the transportation network of the year 2020 and noted that projects were modeled in isolation and in combination with each other. The ranking of the roadway and mass transit projects were presented as well.

Mr. Luglio emphasized the need for the increased mass transit service and parking ratio *maximums* in Jersey City, since the modeling showed that the roadway network will not be able to accommodate additional traffic in the future. Mr. Luglio also noted that parking ratio maximums should be set in areas near transit stations in Jersey City as to not defeat the purpose of intercept parking.

Mr. Cohen presented recommendations on bicycle and pedestrian improvements, including the identification of striped bike lanes in downtown Jersey City and potential pedestrian enhancements at various intersections.

Following the presentation of the consultants, the public was invited to make comments. Below is a summary of the comments made.

Laurens Hunt voiced concern over traffic in the Newport neighborhood of downtown Jersey City. He noted the need for traffic calming and schedules for truck deliveries. Mr. Hunt also asked why left turns are prohibited from the driveway at Washington Boulevard at Pavonia Avenue, forcing all southbound traffic to make U-turns.

Anthony Pietrangolare noted that Concept 1, the Jersey Avenue extension, will increase traffic near schools. He said that he did not understand why Concept 2, the flyovers of Center and Merseles Streets over Montgomery Street, scored lower than other concepts. Mr. Pietrangolare said that project cost should include both the upfront costs and quality of life costs, because costs that may seem affordable today may cost society greatly in the future. He stated that the scoring system used to evaluate the proposed projects lacks a sensitivity analysis to understand the influence of each criterion on the total score.

Paul Scheiman said that the evaluation of Concept 1, the Jersey Avenue extension, did not seem to consider the project's proximity to schools, parks, and residential neighborhoods along Grand Street. He added that, while project cost is a factor, the evaluation should also consider impacts on quality of life and neighborhoods. He said that traffic should be directed to use Columbus Drive.

Bill Wissemann spoke on behalf of the Hudson County Property Owners and Conservators. Mr. Wissemann said that Concept 4, the 11th Street viaduct, is the only roadway concept that will not require all downtown traffic to use residential streets, while adding capacity to the roadway network. To emphasize the need for the 11th Street viaduct, Mr. Wissemann showed a video highlighting the traffic in downtown Jersey City and the need for the 11th Street viaduct. Mr. Wissemann stated that Concepts 1 and 3 will increase traffic congestion on Grand Street, while Concept 2 will increase traffic on Columbus Drive. He also noted that the reconfiguration of Columbus Drive will not work, because it depends on the enforcement of parking restrictions.

Steve Lanset voiced his opposition to Concept 4, the 11th Street viaduct. Mr. Lanset said that developers continue to build in Jersey City without increasing the number of public facilities such as schools and parks. Mr. Lanset said that he supports Concept 2, flyovers of Center and Merseles Streets over Montgomery Street. He noted that maintenance on Columbus Drive is poor. Mr. Lanset suggested the creation of a bus HOV lane on the Turnpike Extension from Exits 14B and 14C and the expansion of the Hudson-Bergen Light Rail (HBLR) to Staten Island, the Meadowlands, and Newark Penn Station. Mr. Lanset noted that increased vehicular traffic on Jersey Avenue resulting from the extension of Jersey Avenue, Concept 1, may compromise the light rail service and the future expansion of the HBLR. Mr. Lanset asked what the accident rate is at the existing grade crossing of Jersey Avenue and the light rail. Mr. Lanset stated that the study did not adequately examine mass transit and the impacts of vehicular traffic on the Bergen/Lafayette neighborhood. Mr. Lanset said that there has been an abdication of power by Jersey City to consultants and bureaucrats, as well as to the Jersey City Medical Center, the Jersey City Board of Education, and NJ Transit. Mr. Lanset asserted that the community needs better information and more visionary leadership.

Tim Billiter questioned the weights of the criteria used to evaluate the projects. He questioned the 30% weight given to traffic flow criterion and said that cost and time frame criteria must have contributed to the total project score more than disclosed. He noted that cost should also include quality of life and safety costs. Mr. Billiter remarked that there are schools, a fire station, and a hospital along Grand Street, making it an

unsuitable corridor for increased traffic volumes. He said that Concept 1, the extension of Jersey Avenue, would divert more trucks to the downtown Historic Districts. Mr. Billiter expressed support for Concept 2 and noted that Columbus Drive has already been designated for increased traffic.

Mia Scanga pointed out that the cost estimate for the Jersey Avenue extension quoted at the fourth public meeting is lower than cost estimates cited at previous meetings. Ms. Scanga asked why concept 3B, the extension of Merseles, Wilson, and Aetna Streets with the relocation of Aetna Street north of the Hudson-Bergen Light Rail tracks to avoid an at-grade crossing, was not examined. Regarding Concept 1, Ms. Scanga said she was concerned about the impact to the at-grade light rail crossing at Jersey Avenue and potential for increased number of vehicular/light rail conflicts. She wondered if accidents increase insurance rates for NJ Transit, which should be considered part of the project cost. Ms. Scanga also said that the amount of parking should be limited near transit stations and noted that enforcement of stricter parking standards is feasible in Jersey City. She voiced support for Concept 2 and added that Concept 4, the 11th Street viaduct, may have merit but may not help drivers access the Exchange Place vicinity. She reiterated that the cost Jersey Avenue is not high enough and therefore inaccurate. Ms. Scanga noted that there will need to be more than one solution to mitigate the projected traffic congestion.

Eric Fleming, president of the Harsimus Cove Association, said his group has no official stance on any of the proposed projects. He explained that his neighborhood is negatively impacted by Holland Tunnel-bound traffic and suggested traffic calming measures, parking management strategies such as intercept parking, and congestion pricing. He asserted that Jersey Avenue should be reserved for pedestrians and bicyclists with limited access for emergency vehicles. Mr. Fleming asked if any of the proposed roadway projects improve traffic flow on local streets.

Sam Stoia of Hamilton Park Neighborhood Association said that he opposes Concept 4, because he believes it will negatively impact the Hamilton Park neighborhood. He said that Concept 2 is the least offensive and the only proposed project that will not induce traffic to downtown Jersey City. Mr. Stoia recommended staggering one-way streets in downtown Jersey City to prevent vehicles from speeding down one-way corridors. He noted that the rehabilitation of Route 139 is exacerbating traffic in downtown Jersey City.

Catherine Grimm said that it seemed that the purpose of the study was not to alleviate traffic congestion but to move vehicles through downtown Jersey City in a convoluted way. Ms. Grimm expressed concern about impacts to neighborhoods outside the study area. Ms. Grimm recommended that before any roadway projects are built, there needs to be a comprehensive look at all modes of transportation in Jersey City.

In response to Ms. Grimm's questions, *Lou Luglio* of Stantec stressed that mass transit is the way to go. Mr. Luglio said that the study did examine roadway, parking ratio, mass transit, and pedestrian facilities and reviewed previous work. Mr. Luglio recommended coordination with Hudson County, especially on bus improvements, since the County is

completing a study on bus circulation in Hudson County. Mr. Luglio noted that the study examined the impact on the transportation network of projected traffic resulting from planned and existing residential development and recommended that the City maintain the roadway traffic model developed for the study. Mr. Luglio noted that it was necessary to define a study area due to monetary constraints and logical barriers (e.g., Turnpike extension, Hudson River). Ms. Grimm asked about the impact on Jersey Avenue between Grand Street and Zapp Drive if Concept 1 should be built, and Mr. Luglio responded that it will be necessary for vehicles to wait for the Hudson-Bergen Light Rail to cross, which will create a physical maximum capacity. Mr. Luglio pointed out that Concept 1 includes sidewalks and bike lanes and that a signal or roundabout would be necessary at the intersection of Jersey Avenue and Zapp Drive. Mr. Luglio explained that the extension of Jersey Avenue would create another outlet from the study area but would not be a highway. He said that the extension of Jersey Avenue would balance existing traffic in the study area and reduce projected traffic congestion. Ms. Grimm said that an extension of Jersey Avenue would induce traffic from Lincoln Highway and Communipaw Avenue through residential neighborhoods to access downtown Jersey City.

John Tichenor said that he supports the Jersey Avenue extension, explaining that the extension would improve access to Liberty State Park and alleviate traffic near the Liberty State Park park and ride and along Garfield Avenue and surrounding streets. Mr. Tichenor also asked that the truck routes and unused bus stops in the Morris Canal redevelopment area be removed.

Sam Pesin said that the study should have focused on mass transit instead of roadway projects. Mr. Pesin said that commuters should be forced to take mass transit, saying that it was a mistake to allow so many parking spaces in office development along the Hudson River waterfront. Mr. Pesin noted that the extension of Jersey Avenue contradicts the purpose of mass transit and serves the interests of the developers of the Grand/Jersey redevelopment area and not the public. Mr. Pesin explained that Liberty State Park is a refuge and resource for Jersey City residents and the extension of Jersey Avenue will damage Liberty State Park and divert commuter traffic through Liberty State Park, which will overflow into the adjacent Lafayette neighborhood. Mr. Pesin noted a need for bus service to Liberty State Park. Also, Mr. Pesin noted that little has been done to address the truck traffic through the Lafayette neighborhood. Mr. Pesin expressed support for congestion pricing, traffic calming, and a decked parking garage at the Liberty State Park park and ride lot. However, Mr. Pesin said that he would not support a TOD at the park and ride. He expressed concern over safety at the intersection of Grand Street and Jersey Avenue and noted a lack of police enforcement.

Diana Petolino of the Jersey City Board of Education said that she is concerned about the pedestrian safety of students and staff at Public School 3 and Middle School 4 at the intersection of Grand Street and Jersey Avenue. She said that there is a need for traffic calming in the schools' vicinity. She noted that the cost of Concept 1, the extension of Jersey Avenue, does not include the cost of more crossing guards and suggested that cost examine life cycle cost, not just up-front costs. She stated that the score system used to

evaluate the projects did not enough give enough weight to local impacts.

Sheila Kirven said that future development in Jersey City should be limited to avoid the creation of “Hong Kong on the Hudson.” She noted that bicyclists do not obey traffic rules in Jersey City. Ms. Kirven suggested pedestrian overpasses above Marin Boulevard. She said that the 11th Street viaduct may be a nuisance to the neighborhood and asked if the study examined the impact of emissions resulting from the project and the associated increased health costs. Ms. Kirven said that, if forced to choose, she would pick Concept 2 for implementation. She said that safety must be considered and that Smart Growth should be implemented. Ms. Kirven added that Liberty State Park should be preserved and “super” development should be limited.

Meg Cohen said that mass transit was supposed to alleviate downtown traffic. Ms. Cohen voiced concern that Jersey City is not building more park and rides or limiting the number of parking spaces. Ms. Cohen said that the City should make mass transit a priority and preserve the quality of life for residents. She suggested that Columbus Drive be the main entrance to downtown Jersey City instead of Grand Street.

Brian Riley noted that the majority of traffic in downtown Jersey City is bound for the Holland Tunnel. Mr. Riley stated that the City needs more mass transit options and more park and rides. Mr. Riley asked who would pay for the improvements and if commuters bound for New York City should bear some of the costs. Mr. Riley noted that bottlenecks at the Holland Tunnel are of particular concern to many residents.

Mike Selender noted that the East Coast Greenway, an urban trail planned to span from Maine to Florida, is envisioned to go *through* the Bergen Arches and *over* the Sixth Street Embankment and should be off-road as much as possible. The Jersey Avenue extension must be as bike/ped friendly as possible, because it will connect to the Hudson River Waterfront Walkway and the East Coast Greenway. Mr. Selender pointed out that, in Jersey City, the East Coast Greenway will travel south to the Morris Canal Big Basin and north to Hoboken.

Gerry Bakirtjy recommended that projects be ranked using each goal category alone, as well as combined. Mr. Bakirtjy noted that the modal split used in the analysis may be too low. Mr. Bakirtjy said that, since most of the land in downtown Jersey City has been developed, a revised parking ratio may not have much impact on future development and resulting traffic. (In response, Mr. Luglio noted that the exception is the conversion of office space to residential units.) Mr. Bakirtjy suggested that the City implement a parking surcharge.

Daniel Levin noted that the traffic model showed that all proposed roadway concepts will have a detrimental impact on local streets. He said that there appears to be a conflict between regional access and local traffic and suggested that the City complete a city-wide study of access and circulation. Mr. Levin encouraged the public to exert greater influence on elected officials.

Stephanie Daniels said that the final report should highlight the importance of mass transit.

Catherine Grimm asked why the extension of the West Side Avenue line of the Hudson-Bergen Light Rail was not considered.

The meeting concluded at 9:30 PM. A public comment period, ending on Friday, June 8, 2007 at 5 PM, during which the public was invited to submit written comments on the study, followed the fourth public meeting.

For more information, please visit the study website: www.downtownjcras.com.

Jersey City Regional Waterfront Access and Downtown Circulation Study
Public Comment Period 4
May 24 – June 8, 2007

Dear Naomi Hsu

My name is David Ramos, I am a homeowner on Tenth St. After reviewing your plans for this Regional Waterfront Access. I totally OBJECT to this taking place. I live on a nice quiet residential block right around the corner from a public school. With this said it is not safe for the children to be exposed to sooooo much traffic....for more reasons than one. Secondly, I purchased here only because it was a quiet block away from the more populated areas of JC. By building this embankment will only draw more traffic and noise to this area at all times during the day. I seriously think the township should reconsider this plan and leave our area as it is presently. Most Importantly I have a wonderful view of uptown NY which I would not want to loose to a roadway full on congestion, noise and exposing this area to more congestion. Please take my opinion as well as others in this area seriouslythis should not happen.

Best Regards,
David Ramos

Dear Louis and Naomi

Thank your for your work on this study, though I feel that the Jersey Ave Road should not have been an option at all because it sacrifices LSP users by forcing commuters to take shortcuts into LSP for all rush hours and because it is so cynical to build a new road right by a light rail Park and Ride. I'm submitting the Friends written public comment below.

I do want to correct one misimpression you had Lou, at the end of the meeting. In response to someone's comment that more people may visit LSP (from downtown) if the Jersey Ave Extension, was built, I said that already on summer Sundays, the free parking lots in the park get filled up (and the park police need to close down the park entry road at south end of the park, Pesin Drive, named after my father) and only the paying lot still has some spaces on the park's northern end. People could drive to park over Jersey Ave Road but now sometimes and in coming years more often, people would need to park in light rail lot and take shuttle bus into park.

You had said that perhaps I'd want the road closed on a Sunday but that's not true. It should be open, but people will see that there is no free space to park in LSP and maybe even the paying lot will be

filled on Sundays in the future so taking the shuttle bus from the light rail station will need to be the norm on busy weekend days. Plus we need a bus stop at the light rail station shuttle bus stop. That is so anti-public good that this urban state park has no bus going to it.

In fact, if a road was built, the only time it should be open is non-rush hours.

When I first discussed a Jersey Ave Road with a planning official a decade ago, I was told I shouldn't worry as it could be closed in the direction of rush hour so its main use would be non-rush hour periods, for instance to get people into and out of park. But now, your study is concluding that for the sake of the almighty commuters selfishly driving through JC or to JC waterfront, a road should get built, and also it would serve wealthy condo buyers who will be living around the park who will work in NYC and won't vote here and who should be told that if they buy a condo around the perimeter of LSP, that they should depend mostly on mass transit (or go other ways to NYC or to JC waterfront).

Below is most of what I said at the public hearing.

This study had the wrong premise of prioritizing a search for ways to make it easier for traffic to access downtown Jersey City. This study should have been called, "How to force commuters to get onto mass transit before entering Jersey City." This should have been a Mass Transit-based study and not a commuter in cars-based study. The City should have taken an enlightened 21st century approach and focused on mostly Mass Transit solutions. Commuters coming toward JC should be forced by any legal means necessary to take mass transit, and to park in remote park and rides and as a last resort, be forced to park at the LSP Park and Ride. Building a Jersey Ave. road, except for a one emergency lane next to the LSP LIGHT RAIL STATION Park and Ride parking lot is very irresponsible and 1950's mentality and mostly serves out of town commuters and developers.

It is wrong to cast aside the wisdom of urban mass transit, and not seek the solutions needed to get people out of cars.

The Jersey Ave. extension fails the Public Interest Standard. It's mainly the new developers wanting to sell condos around LSP who will benefit, and good people who rely on the City to protect and advance its best interests would be sacrificed.

The Friends of Liberty State Park, a 19 year old park user advocacy organization is strongly opposed to replacing the Jersey Ave. footbridge with a road that connects with Phillips St. on the western side of Liberty State Park. As we've

stated in other meetings, we feel it is common sense and inevitable that gridlock on Phillips St. will cause commuters taking shortcuts onto LSP roads, Pesin Drive, Freedom Way and Zapp Drive.

The only traffic entering LSP should be cars whose destination is LSP for the multitude of reasons that people come to use and enjoy this beloved urban haven and sanctuary. Commuters have no business driving into LSP and it would be an obscene crime against Liberty State Park users of the present and future for you to cause this to happen. LSP is essential to the spiritual, mental and emotional health of the people who use this waterfront urban oasis. Many people continue living in JC because of LSP. If the Planning Dept approves a two lane road on the Jersey Ave footbridge, the planners and elected officials will be harming not only LSP users, but JC itself because such a road will certainly diminish the quality of life of JC residents who seek a peaceful and safe experience in LSP.

The Friends of LSP support the strong need to get commuter traffic off of Pacific St. in the Lafayette neighborhood, and the city has done nothing in the last few years to address this commuter intrusion into the Lafayette neighborhood. There must be strategies that the city and the state can initiate to prevent commuters from entering city streets.

The Friends feels that the Jersey Ave road option will be such a traffic magnet that it would not only harm LSP, downtown neighborhoods, the 1500 school children and school staff who go to Public Schools #3 and #4 and the Learning Community Charter School, and the new Medical Center hospital people near the Jersey and Grand St. intersection, but such a road will lead to such gridlock that the overflow traffic would be cause even more traffic in the Lafayette area than there is now.

Another reason that traffic jams on Phillips St. would have an adverse impact on LSP is that a major LSP goal is to connect LSP to Liberty Science Center. LSP Interior's 200 acre natural area with trails will be one of our nation's largest urban nature Restoration project and a congested Phillips St. will damage that key visual and physical linkage of the park to LSC. The only option that makes sense is the Merseles Center one that would at least relieve some congestion on city streets.

The Friends of LSP are dedicated to protecting the experience and the rights of urban park users to enjoy LSP without rush hour commuters coming through the park at morning and evening rush hours. Millions of dollars of state and federal money have been spent on LSP, which opened in our bicentennial year of 1976.

LSP is an urban haven, oasis, refuge, sanctuary, and escape from urban stress, and urban people come to LSP to experience its tranquility, peacefulness. Commuters rushing through is incompatible

with and does certainly impair the public's many unstructured recreation uses of the park. Whether the urban person is a retired senior citizen, a young professional, a city official, or whether a park user of many colors, religions, and age they deserve a commuter-free park.

Sam Pesin
president of The Friends of Liberty State Park
The Friends of Liberty State Park
www.folsp.org

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, I wanted to comment on the options presented.

I strongly encourage you to choose the Christopher Columbus Drive exit redesign - Option 2.

Option 2 gets people to Columbus Blvd which is large enough to handle greater volumes of traffic. Christopher Columbus Drive is a 6 lane road, and along with Greene Street, which was specifically redesigned and widened to handle volumes of traffic to the waterfront, would be a better artery coming off of the Christopher Columbus exit of the Turnpike (redesigning the exit, so that it goes over the street traffic on Centre between Grand and Montgomery, and exits onto CC Drive).

I believe that a bridge over the Morris Canal on Jersey Ave would dump traffic on streets that do not have the capacity to handle large volumes of traffic (as does Columbus). Because of the narrower streets and the larger number of traffic lights, traffic is far more likely to get snarled, thus causing back ups. This goes against the goal of efficiency that this study looks to create.

If the city chooses Plan 1 it would affect 2500+ school children - many of whom already suffer from asthma, walking to and from school during rush hour. Schools include PS 3/MS4, Learning Community Charter School, the Boys and Girls Club, OLC, St. Peter's Prep, PS 16, Kenmare High School at the York Street Project. These are children from every walk of life from every section of Jersey City.

Option 1 would bring large volumes of traffic past the Jersey City Medical Center: Increased traffic would impact ambulances and other medical center traffic. It would also go past a busy Fire House (Engine Company 2): Increased traffic passing the firehouse on Grand at Van Vorst complicates traffic patterns, especially when the fire engine exits and reenters the station.

I believe that Option 2 is the clearer option for all drivers. Grand Street is not a truck route and having traffic exit onto and/or cross Grand Street would only likely confuse truckers and cause undue stress on historic buildings in Van Vorst as these trucks would have to pass through this neighborhood to reach Columbus (the designated truck route). While it can be argued that truck traffic is an enforcement issue, realistically enforcement is in part a function of design. Option 2 is simply a better design to lay the foundation for enforcement.

Although we recognize that in financial terms, Option 2 costs slightly more money upfront, the cost of quality of life and safety must be factored in. Additionally, the long term negative affect on streets that were not designed to handle large volumes of traffic (as well as potential property damage to historic structures) could end up costing far more in the long run. We believe that choosing Option 1 because it appears to be more cost effective up front is short term thinking that will have much longer term financial affects that haven't even been considered.

I hope that the Steering Committee and the Division of City Planning takes my comments and those of others impacted by this study and makes the right decision for children and safety. I believe that is Option 2.

Sincerely,
Gretchen Scheiman

My wife and I are residents of Bergen-Lafayette and we are very much in favor of the Jersey Avenue extension. I have also spoke at length with various neighbors within a 4 block radius of me who echo our opinions. This goes for the members of LNAC (Lafayette Neighborhood Action Committee) as well. A group that is growing monthly and now is recognized by the Jersey City. As the speaker for Stantec pointed out at the meeting on the 24th. None of the proposed plans will reduce the numbers of cars on our roadways but will help divert the traffic on certain roadways such as the already heavily used Johnston and Pacific Avenues. He also pointed out what we already know - more cars are coming. This is reality. Thankfully, these planners and engineers are not beholden to certain areas of Downtown Jersey City. Instead they are looking at the big picture and using sound data and models in making their decisions that will impact all of our lives.

This extension will not make everyone happy nor will it solve the traffic issues but if their data is correct then this natural extension will help the traffic issue. If 'help' is all we can rely on at this point then how can we say no to it?

Respectfully yours,
Chris and Tracy Bray

directing out of town traffic through Paulus Hook has the potential to destroy the fragile infrastructure of the historic neighborhood as well as put our children at risk.

As an owner of a historic brownstone, I have seen the direct effects of the traffic...cracked walls, exterior brick degradation, foundation issues, etc. This is after investing hundreds of thousands of dollars into the building only to see my investment LITERALLY cracking before my eyes.

In addition, Grand St is the home to 4 schools with hundreds of children walking down and across everyday. It is only a matter a time before the combination of children and excess traffic results in a tragedy.

And this doesnt address, the prime issue..quality of life..why we moved to Paulus Hook to begin with...the traffic, the noise, the shaking, the non-stop pollution all will turn this neighborhood into something we dont want...a poor place to live.

andy siegel

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

I live on Warren St. The amount of children moving across Grand at Warren is very substantial.

St. Peters Prep and River School Daycare and PS16 are in the immediate vicinity.

The neighborhoods south of Grand will only continue to grow as more families move into the area.

The commuters already drive at unsafe speeds down Grand. Increasing traffic density will exacerbate the situation and may result in tragedy.

Please choose Option 2. Please feel free to contact me at any time. Thanks.

.Matthew Mohr.

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

I choose option 2 because Columbus Drive is wider. There are already too much traffic on Grand Street and Montgomery Street. Many of those commuters to Exchange Place do not slow down. Some of them ignore the pedestrians. I have a hard time crossing those streets.

Donna Jung

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, I wanted to comment on the options presented.

I strongly encourage the powers-that-be to choose the Christopher Columbus Drive exit redesign - Option 2.

Option 2 gets people to Columbus Blvd which is large enough to handle greater volumes of traffic. Christopher Columbus Drive is a 6 lane road, and along with Greene Street, which was specifically redesigned and widened to handle volumes of traffic to the waterfront, would be a better artery coming off of the Christopher Columbus exit of the Turnpike (redesigning the exit, so that it goes over the street traffic on Centre between Grand and Montgomery, and exits onto CC Drive).

I believe that a bridge over the Morris Canal on Jersey Ave would dump traffic on streets that do not have the capacity to handle large volumes of traffic (as does Columbus). Because of the narrower streets and the larger number of traffic lights, traffic is far more likely to get snarled, thus causing back ups. This goes against the goal of efficiency that this study looks to create.

I truly support the children of Jersey City. If the city chooses Plan 1 it would affect 2500+ school children - many of whom already suffer from asthma, walking to and from school during rush hour. Schools include PS 3/MS4, Learning Community Charter School, the Boys and Girls Club, OLC, St. Peter's Prep, PS 16, Kenmare High School at the York Street Project. These are children from every walk of life from every section of Jersey City.

I have safety in mind. Option 1 would bring large volumes of traffic past the Jersey City Medical Center: Increased traffic would impact ambulances and other medical center traffic. It would also go past a busy Fire House (Engine Company 2): Increased traffic passing the firehouse on Grand at Van Vorst complicates traffic patterns, especially when the fire engine exits and reenters the station.

I believe that Option 2 is the clearer option for all drivers. Grand Street is not a truck route and having traffic exit onto and/or cross Grand Street would only likely confuse truckers and cause undue stress on historic buildings in Van Vorst as these trucks would have to pass through this neighborhood to reach Columbus (the designated truck route). While it can be argued that truck traffic is an enforcement issue, realistically enforcement is in part a function of design. Option 2 is simply a better design to lay the foundation for enforcement.

Option 2 is the most cost efficient. Although we recognize that in financial terms, Option 2 costs slightly more money upfront, the cost of quality of life and safety must be factored in. Additionally, the long term negative affect on streets that were not designed

to handle large volumes of traffic (as well as potential property damage to historic structures) could end up costing far more in the long run. We believe that choosing Option 1 because it appears to be more cost effective up front is short term thinking that will have much longer term financial affects that haven't even been considered.

I hope that the Steering Committee and the Division of City Planning takes my comments and those of others impacted by this study and makes the right decision for children and safety. I believe that is Option 2.

Regards,
Matthew Johnson

Please remember that downtown Jersey City includes the following historic districts: Van Voorst, Harsimus, Hamilton Park, Paulus Hook.

The impact will be on ALL historic districts!

Elizabeth C. Barna

First thanks so much for allowing written comments!

Christopher Columbus is designed for that volume of traffic, has traffic lights and is a through thoroughfare. It is the natural route for heavy traffic. Grand Street is not designed for that volume, has fewer lanes, many fewer traffic lights, and is close to too many high traffic schools, hospitals, shopping centers, etc. I live on Sussex and Van Vorst, and already see the degradation of the neighborhood on work days that I'm home. The cars back up on Sussex to make the right turn at the end to go to Grand where there is no light. These streets were not designed for this. Please route the traffic to C. Columbus! Thanks.

Dorothea Volpe

1. Please do not send that traffic down Grand. it is not made for that level, it passes 3 schools within 3 blocks of us where children already dart out into the road, and where hundreds of new condos will already add more volume.
2. Please, try to cut the flow to the waterfront from back in the historical neighborhood. in the morning, Warren is like a racetrack, and the corner of Warren and Suusex is like the wild west -- about 1 in 3 cars stops at the sign. Very Dangerous.
3. At night, Sussex, which is TINY backs up for blocks because people are trying to use it to bypass Grand. Locals cannot even move around then.

Thank you,
Carl Hartmann

the traffic in our neighborhood is ALREADY out of hand with all the development over the past years including the goldman sachs building: people mindless forget their lights, blinkers, SPEED LIMITS AND have no regards for signs or pedestrians as they speed around corners and never heed persons trying to cross.....you may contact me if necessary my name is angelina s. valles and i reside in the pier house on warren street. I DO NOT WANT THIS IN MY NEIGHBORHOOD!!

Angelina S. Valles

T0: Naomi Hsu, Division of City Planning, and members of the Steering Committee

As a resident of the Paulus Hook section of Jersey City, I fully appreciate the need to find a more efficient way to move vehicles off the turnpike and onto our streets. I feel the problem is going to be considerably exacerbated by all the residential construction now in progress.

I very strongly urge you to consider Option 2--the Christopher Columbus Drive exit re-design. My main concern is for the safety of the children in my neighborhood---those currently living here, and those who are sure to occupy all the new housing going up along Grand Street. Our only "child" is in her thirties, so I have no personal ax to grind here. I just feel very strongly that dumping large volumes of traffic onto Grand Street--a neighborhood road lined with both public and private schools, and a large Boys & Girls Club--would seriously jeopardize the safety of the local children.

I understand that the Christopher Columbus exit re-design will involve more upfront costs, but as both a resident and tax payer, I think it is a much better long-term decision. There are so many promising things happening in Jersey City right now. Let's make another great decision for Jersey City's future.

Thank you so much for considering my comments.
Barbara Lane

i would much prefer that traffic be routed along columbus drive rather than down grand avenue for what would seem to be obvious reasons, no schools, hospitals,or other emergency buildings would be impacted.

Dorothy Ginty

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, my comments on the options presented follow.

I STRONGLY encourage the powers-that-be to choose the Christopher Columbus Drive exit redesign - Option 2.

Option 2 gets people to Columbus which is large enough to handle greater volumes of traffic. Christopher Columbus Drive is a 6 lane road which was specifically redesigned and widened to handle volumes of traffic to the waterfront, would be a better artery coming off of the Christopher Columbus exit of the Turnpike (redesigning the exit, so that it goes over the street traffic on Centre between Grand and Montgomery, and exits onto CC Drive).

I believe that a bridge over the Morris Canal on Jersey Ave would dump traffic on streets that do not have the capacity to handle large volumes of traffic (Columbus Drive does have this capacity). Because of narrower streets and larger number of traffic lights, traffic is far more likely to become congested causing back-ups. This outcome does not achieve the goal of efficiency that this study looks to create.

As you do, I too support the children of Jersey City. If the city chooses Option 1 it would negatively affect 2500+ school children - many of whom already suffer from asthma - walking to and from school during rush hour. Schools include PS 3/MS4, Learning Community Charter School, the Boys and Girls Club, OLC, St. Peter's Prep, PS 16, Kenmare High School at the York Street Project. These are children from every walk of life and every section of Jersey City.

I have safety in mind. Option 1 would bring large volumes of traffic past the Jersey City Medical Center: Increased traffic would impact ambulances and other medical center traffic. It would also go past a busy Fire House (Engine Company 2): Increased traffic passing the firehouse on Grand at Van Vorst complicates traffic patterns, especially when the fire engine exits and reenters the station.

I STRONGLY believe that Option 2 is the clearer option for all drivers. Grand Street is not a truck route and having traffic exit onto and/or cross Grand Street would only likely confuse truckers and cause undue stress on historic buildings in Van Vorst as these trucks would have to pass through this neighborhood to reach Columbus (the designated truck route). While it can be argued that truck traffic is an enforcement issue, realistically enforcement is in part a function of design. Option 2 is simply a better design to lay the foundation for enforcement.

Option 2 is the most cost efficient. Although we recognize that in financial terms, Option 2 costs slightly more money upfront, the cost of quality of life and safety must be

factored in. Additionally, the long term negative affect on streets that were not designed to handle large volumes of traffic (as well as potential property damage to historic structures) could end up costing far more in the long run. We believe that choosing Option 1 because it appears to be more cost effective up front is short term thinking that will have much longer term negative financial affects that perhaps haven't even been considered.

I hope that the Steering Committee and the Division of City Planning takes my comments and those of others impacted by this study and makes the right decision for children and safety. I STRONGLY believe that is Option 2.

Again, I appreciate your efforts in this process and strongly encourage you to select the best choice; Option 2.

Respectfully submitted,
Catherine S. Holtz

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:
Please be responsible to our/your community. As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, I wanted to comment on the options presented.

I strongly encourage the powers-that-be to choose the Christopher Columbus Drive exit redesign - Option 2.

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I believe that a bridge over the Morris Canal on Jersey Ave would dump traffic on streets that do not have the capacity to handle large volumes of traffic (as does Columbus). Because of the narrower streets and the larger number of traffic lights, traffic is far more likely to get snarled, thus causing back ups. This goes against the goal of efficiency that this study looks to create.

I truly support the children of Jersey City. If the city chooses Plan 1 it would affect 2500+ school children - many of whom already suffer from asthma, walking to and from school during rush hour. Schools include PS 3/MS4, Learning Community Charter School, the Boys and Girls Club, OLC, St. Peter's Prep, PS 16, Kenmare High School at the York Street Project. These are children from every walk of life from every section of Jersey City.

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I hope that the Steering Committee and the Division of City Planning takes my comments and those of others impacted by this study and makes the right decision for children and safety. I believe that is Option 2.

Peter E. Otterbein

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

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I believe that a bridge over the Morris Canal on Jersey Ave would dump traffic on streets that do not have the capacity to handle large volumes of traffic (as does Columbus). Because of the narrower streets and the larger number of traffic lights, traffic is far more likely to get snarled, thus causing back ups. This goes against the goal of efficiency that this study looks to create.

I hope that you will take the needs and the integrity of our neighborhood into consideration before making you decision.

Sincerely,
Margie Vigner

with grand st. having several schools, medical center, busy fire house and more than enough traffic in a small space, it would seen option 2 (columbus drive) would be the better plan.

Barry and Florence Emin

I vote for Columbus Ave for #1 traffic control route.

Elizabeth Beaver

Expert consultants huh? The recommended proposal to divert turnpike traffic down Grand St. reminds me that the ark was built by amateurs and the Titanic by expert consultants.

This is obviously the cheap solution not the people friendly, safe solution. Fire and/or disregard these 'consultants' and stop wasting my already-to-high tax money on fools.

John Sabulis

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:
As a resident and owner on Grand St. I fully support the following

As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, I wanted to comment on the options presented.

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which was specifically redesigned and widened to handle volumes of traffic to the waterfront, would be a better artery coming off of the Christopher Columbus exit of the Turnpike (redesigning the exit, so that it goes over the street traffic on Centre between Grand and Montgomery, and exits onto CC Drive).

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I hope that the Steering Committee and the Division of City Planning takes my comments and those of others impacted by this study and makes the right decision for children and safety. I believe that is Option 2.

John Murphy

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:
I am a home owner on Grand St and I fully support the HPHA in the following

As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, I wanted to comment on the options presented.

I strongly encourage the powers-that-be to choose the Christopher Columbus Drive exit redesign - Option 2.

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I hope that the Steering Committee and the Division of City Planning takes my comments and those of others impacted by this study and makes the right decision for children and safety. I believe that is Option 2.

Caroline O'Brien

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Roberta Sacr

As a Jersey City resident since 1991, as a person born in New Jersey, and as a veteran I stand as a third class citizen in my city and state. My importance, opposite that of my importance in the Consitution, follows developers, unions, and politicians. Washington said in his farewell address that we must be respectful of our political leaders, but very cautious, since power corrupts. The traffic plan is an example of what is wrong with the state and city. Developers have wanted the Jersey Avenue extension for years, the citizens have opposed it. The developers win. The tax payers have spent huge amounts of money to reduce air pollution from cars and now we find yet another "plan" to increase automobile traffic and thus air pollution in Hudson County. I am not anti development, just an American citizen who asks that the people be represented by their elected officials, not developers, unions, and self interest.

Dr. Richard Winant

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:
As a taxpayer and 7 year resident of Paulus Hook, I am grateful for your efforts to find a solution to the turnpike exit. I love Jersey City and my family and I plan on making this our home for many years.

As I've seen the tremendous growth over the past few years, I've also seen the problems that come with it. Traffic, of course the biggest culprit. My biggest concern is with the constant volume of cars cutting through the neighborhoods and the speeds at which they do.

I strongly encourage the Christopher Columbus Drive redesign-Option 2. Obviously, Grand street is not designed for heavy traffic, let alone the schools, firehouse and hospital that will be affected when any kind of gridlock happens. I shudder to think of turnpike traffic winding it's way through heavily populated neighborhoods. Crossing the street with my children can already be dangerous.

Please look at the long term affects to Grand Street and the safety of the schoolchildren and residents. Please consider Option 2.

Thank you for your time,
Monika Nielsen

I am completely against having Turnpike traffic directed down Grand Street. This street is not designed for heavy traffic. Grand Street is also home to numerous schools, a hospital and the Boys and Girls Club. Christopher Columbus Street is a much better choice for this traffic pattern based on design and occupants of the street.

Debra Eigenbrod

Being a parent whose child attends school on Grand Street/Marin Blvd, and also someone who has been directly effected by the dangerously mounting traffic safety problem on Grand Street, I am **STRONGLY** opposed to a plan which would dump more traffic onto this already dilapitated and unsafe street. Why would anyone devise a plan that would **ENDANGER** children? I would move to send traffic down Christopher Columbus - an underused avenue that could handle this traffic, is closer in proximity to the Holland Tunnel, and does **NOT** contain schools where children should be able to - but are not able to - cross the street safely.

Jennifer Swords

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

As a mother of a school going child in the Paulus Hook neighborhood of Jersey City, I am really concerned about the increase in traffic on Grand Street. There are a lot of school age children that walk to school along the road and this will also impact the morning car drop-offs at PS 16 and other private and public schools.

Christopher Columbus Street is the better option for pass-through traffice rather than a residential street like Grand Street. I would like to vote for the Christopher Columbus Drive exit redesign (Option 2) as the resolution for the traffic congestion.

Grand Street should be left alone as a school district zone without further taxing the area with fast-flowing and dangerous traffic affecting our children.

I strongly support the Option 2 proposal.

Yours Truly,

Priyadarshini Mukherjee

the goal is to reduce auto traffic to jersey city. the mass transit options have not been adequately projected to our commuters. that said we must encourage the use of columbus blvd. the 25 mile speed limit must be enforced in conjunction with traffic signal coordination. auto traffic to downtown is not the way to go in any future plan. we must think out of the box like they do in other areas of the country. ed.

E de Fazio

I can appreciate the amount of time that this study required. Unfortunately, I feel the Concepts' projected costs, which looked at construction costs only, is flawed. Concept 1, Jersey Avenue Extension to Audrey Zapp Drive, is now projected at \$6.4 million but it was \$9 million just a few months ago. That \$6.4 million does not include NJ Transit's costs of potential train collisions, which is not uncommon. On April 10th during the day in an attempt to make a traffic light, a 16 wheeler tractor trailer rammed into the second car of the HBLRT train at Paterson Plank Road . There have been quite a few accidents and people have commented, in the letters pages in the Jersey Journal, about NJ Transit's poor safety record. Aside from all the lawsuits, what about the lost revenue to NJ Transit, which trickles down to higher fares for us, if people fear taking the trains due to these collisions? What about the additional school crossing guards that will be required for Schools 3 & 4 at Jersey Avenue & Grand Streets? I think the technique is called Full Life Cycle Costing of the project which was not done here. What may appear to be the cheapest to build may in the long run be the most expensive to maintain.

Once Liberty Harbor North is built, and the first residents are moving in this fall, the area will be a nightmare. Let's not add more outside vehicles to this mix. Let's advance the need to speed up the HBLRT and add intercept parking lots to get people out of their cars before they get to Jersey City. For those headed to the Holland Tunnel, let them stay on the turnpike and get off at the tunnel. For roadways, I'm more inclined towards Concept 2, the Merseles & Center Streets route since Christopher Columbus is a wider avenue which can handle the truck/car traffic to the waterfront. Take a serious look at Concept 4, the 11th Street Viaduct. Forty million is not major money considering NJ DOT wasted \$250 million for a Secaucus exit from the Transfer Station to no where.

I was disappointed that Concept 3A, which would bypass the HBLRT at grade crossing, was not considered in the initial selections, therefore not studied. It appears to me that no one concept will suffice what with all the building going on in the area. Consequently, more intercept parking lots, more HBLRT trains and buses feeding in from Staten Island, roadway Concepts 2 and possibly 4 seem the best to me in that sequence.

As for the parking ratio (section 5.1) I wholeheartedly agree that the city "set a parking ratio maximum for facilities/ development near transit stations". Let avoid another Columbus Towers at Grove Street with 1100 parking spaces, 800 for the commuters. This is just another example of poor redevelopment plans which totally ignore residents' quality of life. Maybe the parking lot tax, currently 14%, should be increased to 30% for non-resident parking near mass transit stations. The additional revenues can be used to fix the deplorable conditions of the streets.

Sincerely,
Mia Scanga,
Executive Producer - Talking Politics TV show
www.TalkingPolitics.net

I believe passing traffic through Grand Street is a bad idea and a disaster waiting to happen, given the schools, hospitals and emergency services in the area.

Sanjay Venkateswarulu

Hi- Please stop commercial traffic from using Grand Street. Not only does it endangers historic and old buildings structurally it poses an unsafe environment for young kids and seniors, especially given the proliferation of schools in the area. I vote for commercial traffic to be routed through Christopher Columbus.

Thank you.

Nirupa Umapathy

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

I am a resident of the Paulus Hook Neighborhood. I was not able to attend the recent meeting to comment on the Traffic Study. I have reviewed the study, however, and I would like to emphasize my support for the option that directs traffic onto Columbus Drive, rather than onto Grand Street (Option 2). It seems so obvious that the residential neighborhoods on and around Grand Street and Paulus Hook would be tremendously degraded by the addition of more traffic, and it also seem obvious that the much wider, already commercial Columbus Drive is the better choice for this traffic.

I hope that the steering committee makes choices that will maintain and enhance the attractive quality of neighborhood life that is making Paulus Hook and all of Jersey City such a success in attracting new residents. The Columbus Drive traffic option helps further that success.

Thank you for your consideration.

Carolyn Strecker

To Whom it May Concern:

I've been a resident of Jersey City for 10 years and care deeply about seeing it develop into a "world class city" with a quality of life that is second to none.

In this spirit, please register my strong opposition to a plan to route traffic going from the turnpike to the waterfront down Grand Street. The narrowness of Grand Street, the schools that line it (these include PS 3/MS4, Learning Community Charter School, the Boys and Girls Club, OLC, St. Peter's Prep, PS 16, Kenmare High School at the York Street Project) and the largely quiet residential/historic character of it, would clearly favor sending such traffic down Columbus instead. Columbus has none of the characteristics I've just mentioned. It is, without a doubt, the better alternative.

While I understand that the Grand Street alternative is slightly less expensive in dollars, the cost to Jersey City in terms of added danger to students and worsened quality of life will far outweigh any savings.

Thank you,
Aaron Morrill

To the traffic consultants,

Creating new and wider access roads to move commuter traffic to and from the waterfront may be necessary but is certainly not sufficient to solve the problem.

Facilitation of vehicular movement **MUST BE** accompanied by additional, innovative techniques to better manage the limited access roads, such as carpooling, HOV LANES and HOV EXITS. These techniques must also include **DISINCENTIVES** to use these roads at peak times such as the imposition of "waterfront commuter parking surcharges" and even "congestion pricing".

Unless and until the volume of traffic is better managed and controlled all you will accomplish will be moving the traffic jams deeper into the downtown areas from the turnpike (where it can queue up in a more orderly fashion). That is not good traffic management or good public policy.

I urge you to take steps to better manage traffic access to the downtown including disincentives to bring single occupancy vehicles into the waterfront area.

Steven B. Sanders

Dear Ms. Hsu,

First of all, my thanks to the efforts of the of the Steering Committee.

While more traffic is not something downtown Jersey City either wants or needs, I strongly recommend only Option 2 because Christopher Columbus Drive, as a 6 lane thoroughfare, is the only route that can handle the increased traffic.

A route that would have traffic cut through Liberty State Park, ironically passing the Park and Ride that was built for the Light Rail, itself constructed to handle the influx of commuters to the waterfront, is not a good solution. When it puts in jeopardy, the lives and health of thousands of school children, many of whom already suffer from asthma and other respiratory problems; compromises the functioning of the Medical Center and Fire House on Grand Street, it becomes a dangerous option.

Further, and possibly more important, I would like to remind you and the Committee of security, as in Homeland. On a sunny September morning in 2001, traffic exiting from Jersey City's downtown came to a standstill. It took me 45 minutes to drive from 525 Washington Boulevard, where I was working, to Learning Community Charter School, on Grove south of Grand. More recently, on an afternoon with extraordinarily high winds, downtown traffic stalled bumper to bumper in Paulus Hook when streets were closed.

Where is Jersey City's vision? Why aren't we being forward-thinking and creative in our ideas? Why bring more cars in at all? Businesses should give their employees credits for taking public transportation, not pay for their parking; the city should build perimeter parking for this initiative. Raise money for public transportation by charging fees to drive into Jersey City, put a high tax parking here. It works in London, will work in NYC, and could work here too. Global warming is real, and my 12 year old can expound on ways in which we can reduce it; none of them include inviting more cars into an area.

Right now all of the downtown, and I include Bergen-Lafayette in the downtown, is clogged with cars at rush hour. The Committee admitted that this would not change; that whatever solution was used, would not lesson traffic in our neighborhoods.

It's the 21st century! Let's take the lead in creative and positive initiatives to reduce pollution by reducing traffic. The PR alone would be worth it.

Stephanie Daniels

Columbus Drive is the better, safer choice to bring traffic from the Turnpike to the Downtown.

It is wider, 2 lanes each way plus parking on both sides.

There is a lot of pedestrian traffic crossing Grand from the hospital and numerous schools.

Grand can only accomodate 1 lane each way if parking is still permitted.

Christine Mittman

Dear Naomi Hsu, Division of City Planning, and Steering Committee members

I would like to see the majority of traffic sent into, and out of downtown Jersey City via Christopher Columbus Drive. This is easily the best east-west thorofare for moving large volumes of traffic, due to it's width, and is the thorofare that has the least impact on the surrounding residents (no schools, hospitals, firehouses, historic homes, etc.).

That being said, I think that with the building of Liberty Harbor, as well as other development on the board, it would probably be necessary to open up Jersey Avenue on a limited basis so that non-truck traffic can access that community directly from the turnpike. Needless to say, that connection should be no more than two lanes and truck traffic should be strictly prohibited.

Please note that opening up Jersey Avenue to Liberty State Park without constructing the Christopher Columbus flyover exit ramp would be a disaster, as it would encourage a large portion of Holland Tunnel bound and downtown JC bound traffic to exit into Liberty State Park and cross into downtown on Jersey Ave. This we do NOT want!

Michael Maurer

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, I hope you will take into consideration my comments on the options presented.

I strongly encourage the powers-that-be to choose the Christopher Columbus Drive exit redesign - Option 2.

Option 2 gets people to Columbus Blvd which is large enough to handle greater volumes of traffic and is also the designated truck route. Christopher Columbus Drive is a 6 lane road, and along with Greene Street, which was specifically redesigned and widened to handle volumes of traffic to the waterfront, would be a better artery coming off of the

Christopher Columbus exit of the Turnpike (redesigning the exit, so that it goes over the street traffic on Centre between Grand and Montgomery, and exits onto CC Drive).

A bridge over the Morris Canal on Jersey Ave would result in traffic on streets that do not have the capacity to handle large volumes of traffic (as does the 6 lanes on Columbus). Because of the narrower streets and the larger number of traffic lights, traffic already is snarled, thus, additional traffic will result in horrific back ups. This goes against the goal of efficiency that this study looks to create.

I also care about the welfare of the children of Jersey City. If the city chooses Plan 1 it would affect 2500+ school children - many of whom already suffer from asthma, walking to and from school during rush hour. Schools include PS 3/MS4, Learning Community Charter School, the Boys and Girls Club, OLC, St. Peter's Prep, PS 16, Kenmare High School at the York Street Project. These are children from every walk of life from every section of Jersey City.

Safety and emergency needs must be considered a high priority as well. Option 1 would bring large volumes of traffic past the Jersey City Medical Center: Increased traffic impacts ambulances and other medical center traffic. It would also go past a busy Fire House (Engine Company 2): Increased traffic passing the firehouse on Grand at Van Vorst complicates traffic patterns, especially when the fire engine exits and reenters the station.

I believe that Option 2 is also the clearer option for all drivers. Grand Street is not a designated truck route and having traffic exit onto and/or cross Grand Street would only likely confuse truckers and cause undue stress on historic buildings in Van Vorst as these trucks would have to pass through this neighborhood to reach Columbus (the designated truck route). While it can be argued that truck traffic is an enforcement issue, realistically enforcement is in part a function of design. Option 2 is simply a better design to lay the foundation for enforcement.

Safety and quality of life for the residents in the community are the needs that need to come first, not accommodating transient commuters coming. Choosing Option 1 because it appears to be more cost effective up front is short term thinking that will result in long term financial affects that haven't even been considered. This includes but is not limited to the long term impact and wear and tear on streets and properties that were not designed to handle large volumes of traffic.

I hope that the Steering Committee and the Division of City Planning takes my comments and those of others impacted by this study and makes the right decision for children, safety and the people who live in the community. I believe that is Option 2.

Carolyn Topp

I strongly encourage the powers-that-be to choose the Christopher Columbus Drive exit redesign - Option 2.

Patricia Lay Rafoss

Hello-

I live on Grand Street and have a very young son. We walk to and from his daycare every day. The traffic on grand is already a challenge and puts my family at higher risk as it is. The trucks shake our house as they drive by. Adding more traffic to Grand will make it even more unsafe. There are schools and churches that have a lot of pedestrian traffic. Please consider other options.

Thank you
Kathleen Pierce

Attention Naomi Hsu, Division of City Planning

Dear Ms.Hsu and Members of the Steering Committee:

As residents of the Paulus Hook community, we feel strongly that Jersey City should select Option 2 in the Traffic Study. We feel that Christopher Columbus is a far better option to handle traffic and believe that traffic from the NJ Tpke should best be directed via a ramp to Columbus.

I believe that the wider boulevard has the capacity to handle increased volume without causing major traffic tie-ups as use of the smaller Grand Street inevitably would. I believe the choice of Option 1 (using Grand) would adversely impact traffic patterns around Jersey City Medical Center and be a major impediment to the flow of local traffic for the residents.

I believe Christopher Columbus would better accomodate necessary truck traffic without adverse impact to the historic structures along Grand and in the adjoining historic districts.

The benefits of safety, efficiency, reduced pollution from standing traffic, noise pollution and other enhanced quality of life issues make the initial cost differential worthwhile.

Margaret Rodriquez, M.D.

Dear Naomi Hsu, Division of City Planning, and Steering Committee members:

As someone impacted by traffic in Jersey City, I applaud and appreciate your efforts to find a solution to the turnpike exit. After reviewing the traffic study, I wanted to comment on the options presented.

I strongly encourage the powers-that-be to choose the Christopher Columbus Drive exit redesign - Option 2.

Option 2 gets people to Columbus Blvd which is large enough to handle greater volumes of traffic. Christopher Columbus Drive is a 6 lane road, and along with Greene Street, which was specifically redesigned and widened to handle volumes of traffic to the waterfront, would be a better artery coming off of the Christopher Columbus exit of the Turnpike (redesigning the exit, so that it goes over the street traffic on Centre between Grand and Montgomery, and exits onto CC Drive).

I believe that a bridge over the Morris Canal on Jersey Ave would dump traffic on streets that do not have the capacity to handle large volumes of traffic (as does Columbus). Because of the narrower streets and the larger number of traffic lights, traffic is far more likely to get snarled, thus causing back ups. This goes against the goal of efficiency that this study looks to create.

I truly support the children of Jersey City. If the city chooses Plan 1 it would affect 2500+ school children - many of whom already suffer from asthma, walking to and from school during rush hour. Schools include PS 3/MS4, Learning Community Charter School, the Boys and Girls Club, OLC, St. Peter's Prep, PS 16, Kenmare High School at the York Street Project. These are children from every walk of life from every section of Jersey City.

I have safety in mind. Option 1 would bring large volumes of traffic past the Jersey City Medical Center: Increased traffic would impact ambulances and other medical center traffic. It would also go past a busy Fire House (Engine Company 2): Increased traffic passing the firehouse on Grand at Van Vorst complicates traffic patterns, especially when the fire engine exits and reenters the station.

I believe that Option 2 is the clearer option for all drivers. Grand Street is not a truck route and having traffic exit onto and/or cross Grand Street would only likely confuse truckers and cause undue stress on historic buildings in Van Vorst as these trucks would have to pass through this neighborhood to reach Columbus (the designated truck route). While it can be argued that truck traffic is an enforcement issue, realistically enforcement is in part a function of design. Option 2 is simply a better design to lay the foundation for enforcement.

Option 2 is the most cost efficient. Although we recognize that in financial terms, Option 2 costs slightly more money upfront, the cost of quality of life and safety must be factored in. Additionally, the long term negative affect on streets that were not designed

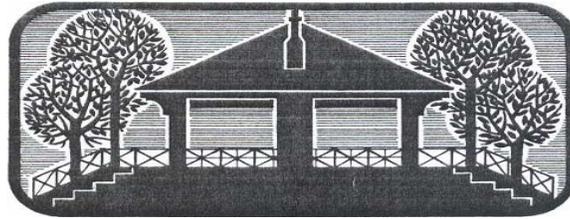
to handle large volumes of traffic (as well as potential property damage to historic structures) could end up costing far more in the long run. We believe that choosing Option 1 because it appears to be more cost effective up front is short term thinking that will have much longer term financial affects that haven't even been considered.

Derek Rogers

common sense tells us that as much as possible commuter and copmmercial traffic should be routhewd AWAY from the residential areas

Chester Rothman

Hamilton Park Neighborhood Association



Est. 1977

June 8, 2007

Re: Jersey City Regional Waterfront Access And Downtown Circulation Study

To Whom It May Concern:

For the past 30 years, the Hamilton Park Neighborhood Association (HPNA) has been active in community affairs affecting the Hamilton Park neighborhood of Downtown Jersey City. The Hamilton Park neighborhood is bounded by Marin Boulevard to the east, Division Street to the west, 12th Street to the north, and 6th street to the south. With around 100 dues-paying members and well-attended monthly public meetings, the HPNA takes seriously its role as a community sounding board and activist group for local issues.

As such, the HPNA participated in the 2007 meetings of the Steering Committee for the Jersey City Regional Waterfront Access and Downtown Circulation Study. It is extremely unfortunate that these meetings were held at 8:30 am on weekday mornings, making it very difficult for the HPNA to attend more meetings. As it was, our single representative had to take personal time from work in order to be briefed on these very important issues. The following summarizes concerns raised by residents of the Hamilton Park neighborhood as well as the unanimous consensus reached by voting dues-paying members of the HPNA at our May General Membership meeting.

Concept 1: Jersey Avenue Extension to Audrey Zapp Drive

The Hamilton Park Neighborhood Association supports the construction of an emergency vehicle-access single lane road with bicycle access between Liberty State Park and Jersey Avenue. We strongly oppose the construction of a two-lane general traffic road.

Building the Jersey Avenue Extension would permit yet more cars to enter Downtown Jersey City at a particularly vulnerable location. Jersey Avenue and Grand Street is a highly trafficked intersection for children traveling to and from two schools as well as a primary hospital for Jersey City. The flawed scoring model in the Draft Report does not adequately provide for safety concerns of pedestrian schoolchildren making their way to class or emergency vehicles making their way to the hospital at the same time as the a.m. rush traffic period.

In addition, the construction of a Jersey Avenue Extension general access road would permit commuters to exit the New Jersey Turnpike and cut through Liberty State Park as an attempted shortcut before reaching the Grand Street Exit, disrupting the peaceful nature of the open green space that is our local treasure in Liberty State Park. It would also permit commuters in cars to attempt access to the Holland Tunnel or Hoboken through the small, local streets of several historic districts. Already there are unsafe levels of commuter traffic along the historic streets of Erie and Monmouth, to which the Jersey Avenue Extension would undoubtedly worsen.

Concept 2: Center/Merseles Structure over Montgomery Street

The Hamilton Park Neighborhood Association supports the construction of this revised Christopher Columbus exit off the New Jersey Turnpike. This structure would make for a safer exit from the Turnpike by avoiding cross-traffic and pedestrian traffic at Montgomery Street. We encourage planners to consider this Concept and in doing so, make every effort to maintain a safe pedestrian environment with alternative pedestrian means for those traveling on foot and by bicycle.

Concept 3: Merseles/Wilson/Aetna Street Extensions

The Hamilton Park Neighborhood Association opposes Concept 3. Although it might facilitate traffic flow in those few blocks, the additional traffic burden on neighboring streets that are not designed to support such congestion is detrimental to the overall community.

Concept 4: 11th Street Viaduct

The Hamilton Park Neighborhood Association vehemently opposes the construction of an elevated viaduct along 11th Street. This elevated highway would purportedly allow direct access for cars exiting the New Jersey Turnpike to the Newport waterfront area of Jersey City in an effort to decrease congestion on other local streets. In doing so, it would also introduce an elevated highway to a quiet, historic neighborhood of brownstone-lined streets surrounding an historic park. The neighborhood would bear no direct benefit, yet would bear all the burden of having a highway cut through its quiet streets. Air quality and noise issues notwithstanding, the aesthetic disharmony introduced by constructing a highway through a 140-year old historic neighborhood is of grave concern.

Furthermore, this elevated viaduct would cut directly over the corner of Enos Jones Park on Brunswick Avenue. This infringes not only on the limited amount of green space available to Downtown Jersey City residents, but also raises safety concerns related to litter and exhaust fumes polluting the open space in and around the park itself. Residents of new-construction buildings along 10th Street also face the reality of having their views altered to look out on a highway passing directly outside their windows. Unfortunately, the model used for scoring the proposed traffic projects in the Draft Report does not address these vital quality of life issues at all. This flawed scoring model leads to an unbalanced evaluation score that does not reflect the burden borne by the Hamilton Park neighborhood should the 11th Street Viaduct become a reality.

At a time when neighboring metropolitan areas such as New York City are exploring ways of reducing vehicle congestion through innovative means such as congestion-use taxes and improved or extended public transportation, it is sad and counter-intuitive to build something as extensive as an elevated viaduct through an historic neighborhood to accommodate yet more commuters in private vehicles. The Newport Waterfront area is already served by several means of public transportation, including a PATH station, a New Jersey Transit Light Rail stop, ferry service, and numerous bus lines. Public funds should be spent on improving these existing modes of public transportation into an already thriving business community, not constructing an elevated viaduct for additional commuter traffic that ultimately threatens the safety and harmony of a quaint historic district of Downtown Jersey City.

Additional Thoughts

In addition to the aforementioned Concepts, the Hamilton Park Neighborhood Association supports the extended use and construction of bicycle lanes and improved pedestrian traffic signals, in addition to smart-growth plans for parking ratios throughout the Downtown area.

In order to curb the tide of commuter vehicle traffic speeding through the historic districts we also encourage planners to explore the possibility of alternate one-way sets of blocks on streets that are heavily traveled at high speeds. This method of having three or four blocks designated one-way north, then or four blocks designated one-way south along the same street (such as Monmouth Street, Coles Street, or Erie Street, all of which have serious problems with excessive commuter traffic) has been implemented in neighboring Hoboken with great success. It frustrates commuters trying to snake through downtown in order to avoid Holland Tunnel traffic and slows the flow of regular traffic through the historic neighborhoods, making it safer for drivers, bicyclists, and pedestrians.

The Hamilton Park Neighborhood Association and extended Hamilton Park community appreciates your consideration of our neighborhood views. We look forward to the opportunity to work further on helping to develop these plans in the coming years.

Sincerely,
Jennifer Z. Greely
President, Hamilton Park Neighborhood Association
Email: hpnajc@gmail.com
Website: www.hamiltonpark.org
Blog: <http://hamiltonpark.blogspot.com>

These are written comments submitted in response to the draft report of the Regional Waterfront Access and Downtown Circulation Study.

My name is Steve Lanset. I live in the Dixon Mills apartment complex at 227 Christopher Columbus Drive. I have been there over 10 years. I walk to work in Jersey City.

I have been a leader in efforts to protect Liberty State Park from commercial development and to prevent a highway through the Bergen Arches railroad cut through the Palisades.

On April 29, 2007, I published a letter in the NY Times magazine in response to Tom Friedman's argument that America is addicted to oil and needs to urgently deal with that problem. In my letter, I said that the core of our national energy security problem is our addiction to **cars**. America needs to rebuild itself into more compact, walkable villages and cities connected by more reliable mass transit. Jersey City shows great promise as such a city. In a world running out of cheap oil, despite all the hoopla about technology fixes, we **still** haven't found a cost effective way to sustain the automobile way of life.

The speaker who preceded me at the public meeting on 5-24-07 was a representative of the Downtown Property Owners Association and chief engineer for LeFrak's Newport City. He presented a film containing testimonials presumably from residents of Jersey City to support his proposal for a ramp from Turnpike Exit 14C around Downtown and down the 11th St. viaduct into Newport. Such a roadway would create more noise, pollution and congestion. It would lower the quality of life substantially in Jersey City. I am not surprised that such a proposal comes from a developer who has been allowed to build at excessive density and to get away with creating very few public amenities.

Although I walk to work and shop mostly in downtown Jersey City, I am still sympathetic to the concerns of my fellow citizens in other neighborhoods not included in the study.

I support a ramp to carry Center St and Merseles St. traffic off/onto the Turnpike over Montgomery St. I support this even though this means more traffic for me and other downtown residents. My windows face Christopher Columbus Drive. Every morning, starting at 5 am, those cars, buses and trucks start slamming into potholes outside my window.

I also support a bus/HOV lane on the Turnpike from Exits 14B and 14C. At 14C, it would continue down the ramp and along Christopher Columbus Drive.

I support a one-lane Jersey Ave. emergency service road for the use of ambulances, fire trucks, police cars, and other emergency vehicles.

I support extending the HBLRT to Staten Island on the southern end and the Meadowlands on the northern end. The value of such service extensions would be undermined by a Jersey Ave. intersection. Yet another possibility is to extend the West Side branch to Newark Penn Station along a currently existing rail right of way.

This study has failed to seriously consider mass transit improvements. It has failed to look at the total transportation picture for our area. If you restrict the inquiry to traffic improvements, you will only get traffic improvement answers, not mass transit answers. Ta-dah!

A Jersey Ave extension would solve no traffic problems. “Build it and they will come.” That means maximum traffic through Jersey Ave with all the consequences we have predicted. This would not improve matters on Pacific Ave., Garfield Ave., and other streets in Bergen Lafayette. Traffic diverted to Jersey Ave. would simply be replaced by more new traffic seeking to bypass the Turnpike and other clogged arteries.

A full two-lane Jersey Ave extension would interfere with current HBLRT operations. There would be increase chance of collisions between motor vehicles and light rail trains. Light rail service throughput (i.e. scheduling and number of passengers served) would be constrained by a Jersey Ave intersection. The proposed Jersey Ave. extension would interfere with future efforts to increase the frequency and volume of light rail service through the whole HBLRT network.

There has been a leadership vacuum on this traffic study. Our elected public officials have abdicated their leadership responsibility here. We should ask them and their political opponents where do they stand here? What is their public transit vision? What have they done to resolve the issues? So far, we have heard almost nothing. We should set higher standards for our public officials and replace them if they don't perform.

There has been an abdication of leadership by elected and appointed Jersey City officials, including the Mayor, the city council and the planning board. They usually do the bidding of their campaign contributors – the private developers. Jesse Unruh, former speaker of the California state assembly once said, “Money is the mother's milk of politics.” **How true!** And like the disingenuous Roman emperor in the Coliseum old, they have, in effect, said, “Let the [political] games begin.”

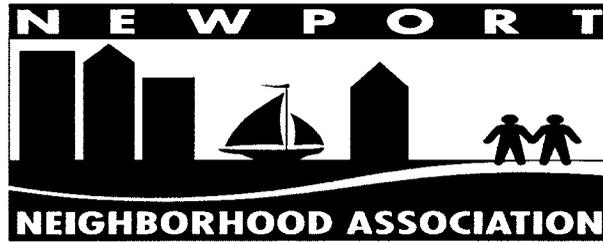
The Jersey City Board of Education, with the honorable exception of school board member (and transportation engineer) Suzanne Mack, failed to vigorously object to the full Jersey Ave. extension. There are **two** public schools at the intersection of Grand and Jersey. We have to seriously consider the safety of thousands of school children, their teachers, and other Board of Ed employees, not to mention the sanity of motorists who currently travel through that intersection.

There has been an abdication of leadership by the Jersey City Medical Center, which is located at Grand and Jersey. A Jersey Ave. fully traversable by all traffic would actually interfere with emergency vehicles. It would endanger their employees, who come to work at all hours of the day and night.

There has been an abdication of leadership by NJ Transit. Mia Scanga reports that some NJT officials at the planning sessions for this Study have assured her that a Jersey Ave – HBLRT crossing could be easily handled. Another source has told me that other NJT officials would have a real problem with such a crossing. Which is it?

What is the accident record for HBLRT crossings? How many have occurred at each such intersection of street and HBLRT, such as Newark St. and Paterson Plank Rd. in Hoboken? How much monetary damage has occurred to public and private property? What injuries have occurred to transit riders and motor vehicle drivers and passengers? What has been the legal and financial exposure to NJ Transit? Let's look at the history of collisions between motor vehicles and light rail trains. Based on that history, what can we realistically project for alternative scenarios, such as a widened two-way Jersey Ave., a one-laned emergency road, or a Jersey Ave. left as an improved bicycle/pedestrian bridge?

No full public transcript was made of this and other public meetings related to the subject study. Nor, to my knowledge, were full audio recordings made. The steering committee of this study also, to my knowledge, held its meetings during the working day. This discouraged participation by members of the working public.



40-604 Newport Parkway, Jersey City, NJ 07310
June 8, 2007

Via E-mail and Mail

Ms. Naomi Hsu
Jersey City Planning Division
30 Montgomery Street, Suite 1400
Jersey City, NJ 07302

**RE: Jersey City Regional Waterfront Access
And Downtown Circulation Study
Comments on Technical Memorandum 2**

Dear Naomi Hsu:

The Newport Neighborhood Association, Inc. ("NNA") has reviewed the above document and has the following comments which we request be incorporated into the public comments.

First, the NNA agrees at least partially with the several community organizations who have stated that the premise of this study, which sought to search for ways to make it easier for car traffic to access downtown Jersey City and the waterfront, was wrong. Indeed, the study should have also focused on what steps the City can take to direct commuters to use mass transit before entering Jersey City. This is especially critical because of the huge increase in the urban population of Jersey City due to the unprecedented development that has occurred over the past several years and the planned and already approved development that will increase the number of residential units downtown by almost 30,000. The City has not fully addressed the ramifications to the downtown communities associated with this influx of new J.C. residents and their accompanying vehicles, which will place greater stress on the existing infrastructure. This is particularly troubling given the fact that Hudson County is already the most densely populated county in the State, and the sixth most in the country.

Ms. Naomi Hsu

June 8, 2007

Page 2

Rather than considering other revenue sources, it seems many elected leaders in Jersey City believe the gravy train of tax revenues flowing to the City through abatements, rendered to developers to build here, is too enticing. As such, an additional criterion for evaluating each of the 4 options contained within this study is whether they are cost-effective, measured by whether they generate a revenue stream to offset the project's costs and whether they place a burden on the City's limited revenues.

The NNA emphasizes this important point because of the multiple problems associated with the large increase in vehicle traffic in downtown Jersey City that include the following:

1. At this watershed period in our nation when a widespread consensus of Americans believe that air pollution from vehicle emissions is a serious problem, any policy that promotes easier vehicle access to downtown Jersey City from various points throughout northern New Jersey is highly questionable. An associated problem for commuters to downtown is health stressors resulting from being stuck in traffic for hours at a time. Therefore, such a questionable goal must meet some other important policy objective. In this regard, there is an offsetting policy objective, namely, stabilizing and strengthening Newport and Exchange Place as the economic hub for northern New Jersey.

Nonetheless, when states such as California and New York are aggressively addressing the problems associated with vehicle emissions, Jersey City has the opportunity to follow suit with similar initiatives. As such, we should be promoting and enacting legislation here in Jersey City which advances our mass transit system. In this regard, one noteworthy success by our elected leaders has been the Light Rail system throughout Hudson County. Part of the focus of this current effort should be to promote, enhance and expand this superb mass transit system, not go backwards towards a period that no longer exists. In addition, Jersey City should be promoting conservation of the non-renewable resources used to propel vehicles, including gas and oil. Particularly at a time when there is no clear evidence to support alleged alternative solutions such

Ms. Naomi Hsu

June 8, 2007

Page 3

as hybrid vehicles and ethanol, and other types of vehicles and fuels, we should be promoting conservation of non-renewables and expansion of existing mass transit systems.

2. Other associated problems due to the extraordinary increase in vehicle traffic downtown, largely due from the increased population here, include traffic congestion, limited on-street parking and pedestrian safety, all of which should give us pause when we consider increasing car traffic in downtown.

With these concerns in mind, concept #1 – is the No Build scenario which analyzed transportation conditions in the year 2020 with the assumption that no improvements are made to the transportation system other than currently approved projects. While the approved projects provide an improvement over the existing system, particularly the redesign of C. Columbus Drive to provide 3 lanes eastbound during AM peak and 3 lanes westbound during PM peak across the entire span of the study area, and the other approved projects address the planned and approved development, particularly the Liberty Harbor North development, overall this option simply does not address the severe traffic bottlenecks experienced by New Jerseyans coming into the New York metro area from the NJ Turnpike, especially those who work in the downtown Jersey City economic hub. For these commuters, experiencing traffic bottlenecks for an hour to two hours per day is not acceptable.

Additionally, this option simply does not consider the changed nature of downtown Jersey City from when the existing transportation systems were established, namely, that together the Exchange Place and Newport office developments have become the economic engine for northern New Jersey. Clearly, something much more robust is required to address the changed economic reality that exists in downtown J.C. Option number 1 provides little relief for those commuters who are currently caught in Holland Tunnel traffic for dozens of hours a week nor does it adequately address existing traffic congestion.

Ms. Naomi Hsu

June 8, 2007

Page 4

The second option is the proposed extension of the Jersey Avenue Bridge to connect with Phillips Street on the western side of Liberty State Park ("LSP"). The NNA strongly opposes the use of the Jersey City extension bridge for vehicle traffic for the following reasons:

First, besides the importance of retaining the existing traffic system that limits traffic entering LSP to cars whose destination is LSP, the NNA opposes this option because of its likely result, that commuters will take shortcuts onto LSP roads such as Freedom Way, Audrey Zapp Drive and Sam Pesin Drive.

Second, another likely result is more truck and vehicle traffic from the NJ Turnpike will be sent into a neighborhood filled with children, fire and hospital services, thereby increasing traffic congestion by cluttering and endangering the streets therein. There are several schools and some 2,500 school children who walk to and from school each day. The increased traffic would also impact the ambulances using the Medical Center at the corner of Jersey Avenue and Grand Street. Further, Grand Street east of Jersey Avenue is not a truck route, yet a Jersey Avenue bridge would funnel trucks coming off the Turnpike north onto the Van Vorst district to reach Columbus.

Third, besides the problems associated with high population density in Jersey City, another serious problem is the paucity of public parks in the City. Although Mayor Healy's new plan to address this discrepancy is promising, the truth is that many of us continue to live in the City because of the LSP and its accessibility by public transportation, especially the Light Rail station. Were the JC Division of Planning to approve a two lane road on the Jersey Avenue footbridge, the planners and city officials will be harming both users of LSP as well as the City itself because such a road will diminish the existing quality of life, not add to it, while increasing associated problems discussed in 1 and 2 above.

Concept #3 calls for a flyover at the intersection of Montgomery Street with Center and Merseles streets. Under this concept, the NJ Turnpike ramps would be extended over

Ms. Naomi Hsu

June 8, 2007

Page 5

Montgomery streets to the southern part of C. Columbus Drive. This option has several benefits, perhaps the greatest benefit is it directly addresses traffic congestion downtown. For example, this option improves traffic flow at the intersection of Montgomery street with Center and Merseles streets; decreases the morning back-up of traffic off the Turnpike by placing it on Montgomery street west of Brunswick street where it doesn't impact local traffic; and, given that Columbus Drive intersects the three major designated south waterfront routes, Washington Blvd., Greene Street and Hudson Street, this option will enable traffic to flow either north or south with a minimum of constraint.

In addition, this option improves both vehicle and pedestrian safety at the intersection of Montgomery Street with Center and Merseles streets. Given these benefits, this option is a much better option than #1 and #2 but with its relatively high price of \$18.3 million, the benefits do not outweigh the costs. Additionally, its price tag is arguably grossly understated for the approximate 2,500 feet of ramp construction given the \$40 million price tag for option #4 which includes only an additional 700 feet of ramp, or 3,200 feet in total. Further, option #3 will require street improvements that may have to be funded by the City and will significantly interrupt traffic and require detours that will have additional costs not contained within the \$18.3 million price tag. If chosen, the NNA would make it conditioned on implementing a pay toll on the off ramp charging \$8 per vehicle as a traffic congestion tax both to offset the project's costs, and to promote mass transit.

Concept #4 provides the greatest bang for your buck because it addresses both traffic congestion downtown and promises actual relief for NJ Turnpike commuters to the critically important Newport and Exchange Place job markets. Although the \$40 million price tag appears high, there are no costs to the City in this plan, a major plus over the options in the study plan. In addition, the project could pay for itself over time if a pay toll at the exit ramp were constructed requiring users pay an \$8 traffic congestion tax each

Ms. Naomi Hsu

June 8, 2007

Page 6

time they use the ramp. For those activists/opponents of this option who also support mass transit, including a congestion use tax could serve these purposes. Such a tax could be modeled after the proposed New York city congestion tax of \$8 per vehicle. This could make vehicle commuters think twice about using the viaduct to get to their jobs in downtown Jersey City, while also generating much needed revenues for the City. Certainly, at a time when neighboring metropolitan areas such as New York city are exploring ways of reducing vehicle congestion through innovative means, this is a timely proposal.

Additional benefits include reductions in pollution associated with the resulting decrease in traffic congestion. Specifically, the reduced idling by vehicles that currently must wait in traffic for several hours a day coming towards the Holland Tunnel on the NJ Turnpike will reduce toxic vehicle emissions, thus addressing concerns about air pollution.

Further, given that LeFrak Development Associates Co. owns 2 of the 3 parcels that the ramp will be built upon, and that they have offered to give an easement over their property, there will be little to no development over existing publicly owned property. As such, there will be no unjust takings of personal property as a result of extension of the ramp. This option will also speed up access to the waterfront which will have the additional benefit of diverting traffic from regional and local streets in the downtown, Paulus Hook, Van Vorst and Hamilton Park neighborhoods; by diverting traffic from the southern portion of the regional and downtown local streets, this option will ease access from western J.C. to downtown by providing increased capacity along Grand and Montgomery streets. The only negatives associated with this option is the slight impact it could have on the Hamilton Park neighborhood. Primary among them is the obstructed views from newly constructed buildings on 10th Street. However, this alone should not defeat this otherwise attractive option. And, if constructed, the ramp would not cut through this neighborhood as many in Hamilton Park mistakenly believe.

Ms. Naomi Hsu

June 8, 2007

Page 7

Although discussed in the study's draft report, mass transit was not included as a separate option. However, it should have been. As such, the NNA proposes as a fifth option enhancement of the mass transit system by focusing on the HBLR system in 2 ways; first, create intercept parking at 3 of the existing HBLR stations, including Bayonne, Tonnelles Avenue and LSP. This could entice commuters to drop their cars off at the park and rides established at these 3 stations and take the HBLR to the downtown economic hub. A second component would expand the HBLR system by constructing 3 new stations, including at the Secaucus transfer station, at the Meadowlands Sports complex and near Exit 14 off the NJ Turnpike in Newark, with accompanying intercept parking at each of these 3 new stations. Each enhancement to the HBLR system addresses concerns over vehicle emissions, pedestrian safety and traffic congestion.

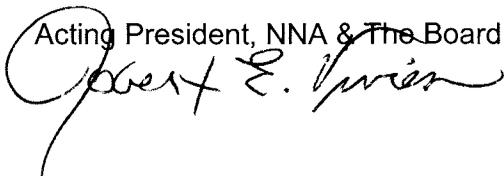
The NNA strongly supports a combined solution of options #4 and #5, which address the legitimate concerns of opponents by including a mass transit component. However, option #4, conditioned on a traffic congestion tax of \$8 for commuters using the new ramp, is also necessary to promote downtown Jersey City as the economic hub for northern NJ at a time when construction of the new World Trade Center buildings is about to commence. These and other attractive amenities must be pursued by policy makers to ensure the viability of downtown as an economic hub. One such amenity is to build a footbridge from the Morris Canal section of LSP to LSP, rather than focus on the footbridge from Jersey Avenue to LSP.

The NNA also supports smart growth plans for parking ratios in downtown, as well as extended use and construction of bicycle lanes and improved pedestrian traffic signals. Thank you for the opportunity to participate in this much needed study. Please call me at (201) 674-7605 if you have any questions.

Very truly yours,

Robert E. Vivien

Acting President, NNA & The Board of Trustees of NNA

A handwritten signature in black ink, appearing to read "Robert E. Vivien", is written over the typed name and title.



FAXED

May 22, 2007

Via E-mail and Facsimile

Ms. Naomi Hsu
Jersey City Planning Division
30 Montgomery Street, Suite 1400
Jersey City, New Jersey 07302

**Re: Jersey City Regional Waterfront Access
and Downtown Circulation Study -
Comments on Incomplete Draft of
Technical Memorandum 2, Draft dated May 16, 2007**

Dear Naomi:

Newport Associates Development Company has reviewed the above document and has the following comments which we request be incorporated into the public comments:

General: This draft report was distributed to the steering committee on May 16, 2007. The steering committee should be afforded the opportunity to review the missing discussion of parking ratios before the study is completed. The final public meeting will be held on May 24, 2007 to present the consultant team’s final recommendations.

Section 2.2.4: The description of the 11th Street Viaduct is neither complete nor accurate. The words “such as Newport” should be removed. This concept benefits the entire waterfront, not just Newport. In addition, the description should be expanded to include its major attributes and benefits that are: 1) speeding up access to the waterfront and the Holland Tunnel and, as a result of both, divert traffic from regional and local streets in the Downtown, Paulus Hook Van Vorst and Hamilton Park neighborhoods; and 2) adding needed capacity to improve east-west mobility to access the Jersey City waterfront.

Table 4-X: The score for Concept 4, Access to Study Area, should be changed from Neutral to Beneficial and the additional 41 points added, raising the total score for Concept 4 to 757. Concept 4 will provide direct access from portions of Jersey City outside of the study area having access to the Turnpike. Moreover, by diverting traffic from the southern portion of the regional and downtown local streets, it will ease access from western Jersey City to downtown by providing increased capacity along Grand and Montgomery Streets.

Newport
100 Town Square Place – 6th Floor
Jersey City, NJ 07310
Telephone (201) 626-2010
Fax (201) 626-2015

Newport Associates Development Co.
40 West 57th Street – 23rd Floor
New York, NY 10019
Telephone (212) 708-6600
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SNP, Inc.
One Merchants Plaza
115 West Washington Street
P.O. Box 7033
Indianapolis, Indiana 46207
Telephone (317) 636-1600

Table 4X: The score for Concept 4, Construction and Environmental Impacts, is misleading and should be changed from Nearer to Medium, or even Farther and the points added accordingly. The 11th Street Viaduct will be grade separated above vacant lots and bridging over three City streets. Construction of the viaduct will have less traffic impacts on existing streets than the other concepts that all involve working in existing streets and two of which will impact the HBLRT. Furthermore, none of the Turnpike travel lanes will need to be closed for the ramp construction. Noise and other environmental impacts will also be minimal because no work will need to be done at night.

Table 4-X: If the scoring were differentiated between Jersey City costs and costs incurred by others (i.e. NJTP or the State), the scoring for Concept 4 would come out differently. The 11th Street ramp will be funded by NJTP with no local funds or improvements needed. It should, therefore, receive the full 185 points for costs which raises Concept 4 total score to 827 points, putting it in first place of the four roadway projects and second among all of the roadway and transit projects. Adding the 41 points for Access to Study Area as commented above, Concept 4 total score would be 868. This score would clearly rank Concept 4 as number one of all projects, including the enhanced no-build. This non-municipal cost effect should be discussed in the report and footnoted to the Table.

We note that Concept 2 might also be funded by the NJTP and/or the State. However, we believe the cost will exceed \$20 million that would place it in the High Cost category. The cost is stated as \$18.3 million for the approximate 2,500 feet of ramp. For comparison, Concept 4 is estimated at \$40 million for 3,200 feet of ramp, quite a disparity. Further, Concept 2 will require street improvements that might be funded by the City and it has a significant amount of traffic interruption and detours that will require additional costs that are not needed for Concept 4.

Section 5.1: We will forward additional comments when this section of the report is published.

Section 5.2.5.1: A cross section of the HRWW must be shown to clarify what is being proposed. The existing HRWW is only 17' wide with a 13' wide landscaped buffer that contains benches and other amenities within the 30 foot wide easement in accordance with NJDEP standards. Existing sections of the HRWW are the subject of conservation easements granted to the State that exclude bike lanes. These easements would need to be amended with the consent of the grantors and grantees. These easements are on private

Ms. Naomi Hsu
May 22, 2007
Page 3.....

property which will raise a number of permitting, operating, maintenance and liability issues. Moreover, there are sections of the HRWW that are not suitable to safe bicycling due to sharp turns and cross sidewalks and roadways. The report should make note of these facts

Section 7.0, Sixth Paragraph: Your summary for Concept 4 is inaccurate. Yes, it will add significant capacity, but, as explained above, the construction and environmental impacts will be less than the three other concepts because it is not within existing streets. Furthermore, the advantage of Concept 4 over the other three is that it solves to a large extent the current lack of east-west mobility in Jersey City. It will not add traffic to the already congested Regional Routes of Grand Street, Montgomery Street and Christopher Columbus Drive and connecting north-south residential streets. Without Concept 4, all traffic heading to the Jersey City Waterfront will have no alternative but to travel on these downtown Regional Routes to avoid the Holland Tunnel backup.

I enclose a copy of the transcript of the *Special Report: The Jersey City Waterfront Traffic Problem* videotape that I will play at the public meeting this evening. This video, prepared by Newport on behalf of the Hudson County Property Owners and Conservators Association, demonstrates the benefits of Concept 4.

Thank you for the opportunity for our participating in this much needed study. Please call me at (201) 626-2010 if you have any questions.

Very truly yours,



William F. Wissemann, P. E.
Project Engineer, NADC

WFW:wfw (jtscomments1.doc)

Enclosure

cc: Marcy Boyle
File



Newport Associates Development Company

"Special Report: The New Jersey Waterfront Traffic Problem" 7-28-06

VIDEO	AUDIO
1. Holland Tunnel traffic; traffic reports	<p>MUSIC: "Atmospheres #4" under</p> <p>NBC: "Inbound Holland about 20 minutes from the turnpike." ABC: "Inbound Lincoln Tunnel about 30, Holland also a 30-minute delay." CBS: "30-minutes at the Lincoln and Holland." WINS RADIO: <i>The Holland Tunnel 30-minutes inbound.</i></p>
2. Reporter on-camera SUPER: Alice Stockton Rossini Reporter	<p>REPORTER ON-CAMERA: "If you're on the turnpike at 8 o'clock in the morning on a weekday and you're headed for Jersey City's waterfront, no doubt about it, you're going to be sitting in traffic for some time."</p>
3. Traffic backed up on the NJ Turnpike Hudson Bay Extension	<p>REPORTER: EVERY WEEKDAY MORNING AT RUSH HOUR, COMPETITION IS FIERCE AMONG PEOPLE TRYING TO REACH THE JERSEY CITY WATERFRONT AND THOSE TRYING TO REACH NEW YORK CITY VIA THE HOLLAND TUNNEL. TRAFFIC BACKS UP FOR A MILE OR MORE – IT CAN GET VERY FRUSTRATING.</p>
4. Commuter on-camera SUPER: Dave Waterfront Commuter	<p>DAVE: "Any time after 7 o'clock, you're talking an hour, two hours, even three hours..."</p>
5. Commuter on-camera SUPER: Luciann Waterfront Commuter	<p>LUCIANN: "It's a nightmare."</p>
6. Commuter on-camera SUPER: Carmine Waterfront Commuter	<p>CARMINE: "15-minutes late, it's one thing, but an hour, it makes life difficult."</p>
7. TITLE GRAPHIC: Special Report The New Jersey Waterfront Traffic Problem	<p>MUSIC: <i>Up and out</i></p>

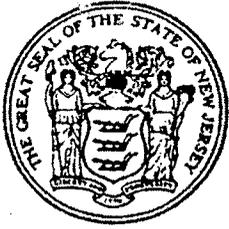
<p>8. Traffic</p>	<p>MUSIC: "Floating #11" under</p> <p>REPORTER: COMMUTERS DRIVING TO THE JERSEY CITY & HOBOKEN WATERFRONTS ARE FED UP WITH THE CONSTANT TRAFFIC THEY FACE AT THE HOLLAND TUNNEL EXIT AT THE END OF THE NEW JERSEY TURNPIKE. ACCORDING TO RUTGERS UNIVERSITY AND INDEPENDENT TRANSPORTATION ANALYSTS, RUSH HOUR TRAFFIC THERE IS BAD - AND GETTING WORSE.</p>
<p>9. Robins on-camera; traffic cutaways</p> <p>SUPER: Martin Robins Rutgers University</p>	<p>ROBINS: "There is competition ... between people who are trying to reach the waterfront and people who are trying to reach the Holland Tunnel. We did a survey a few years ago and what we found was that...the people who <u>drive</u> to the waterfront are exceedingly unhappy."</p>
<p>10. Montgomery Street ramp traffic</p>	<p>REPORTER: MANY DRIVERS, HOPING TO AVOID THE TANGLE AT JERSEY AVENUE AND 12TH STREET, TAKE THE MONTGOMERY STREET EXIT - RECENTLY WIDENED TO HELP REDUCE THE VOLUME HEADED TO THE TUNNEL.</p>
<p>11. ANIMATION: Montgomery St exit and areas east. Red lines filling up local streets in residential neighborhoods: Van Vorst Park, etc.</p>	<p>BUT WHAT IT PRODUCES IS A LOT OF TRAFFIC IN RESIDENTIAL NEIGHBORHOODS OF JERSEY CITY, SUCH AS PAULUS HOOK AND VAN VORST PARK.</p>
<p>12. Alice on-camera; street signs</p>	<p>REPORTER ON-CAMERA: "We're at the Montgomery Street exit ramp where 1,500 vehicles come down here every single morning. And when they get off, they're going down Montgomery, York, Columbus..."</p>
<p>13. Traffic on one-lane road; shots of students crossing streets</p>	<p>...and they're jammed in there because they're one lane residential roads, making it particularly dangerous for students crossing on their way to school.</p>
<p>14. Crossing guard on camera + cutaways</p> <p>SUPER: Abram McLean Ferris High School Crossing Guard</p>	<p>REPORTER: "How heavy is the traffic here in the morning?"</p> <p>ABRAM: "Very heavy from about 8 until 9 o'clock... cars on top of cars. Running from Montgomery all the way back as far as you can see - coming off the turnpike."</p>
<p>15. Jersey City resident on-camera + local streets cutaways</p> <p>SUPER: Nilsa Rodriguez Jersey City Resident</p>	<p>MUSIC: Under</p> <p>NILSA O/C: "I think that the traffic congestion in Jersey City these days has brought so much pollution and damage to our roads and pollution to our air and our homes and our communities that it's absolutely ridiculous."</p>

<p>16. Jersey City resident on-camera SUPER: Peter Kearis Jersey City Commuter</p>	<p>Reporter: "How frustrating a problem is it for you?" STERN: "Enough to think about moving out of New Jersey. I think, I think the state is taking no responsibility for the poor commuting for millions of people in the area."</p>
<p>17. Jersey City resident on-camera SUPER: Jersey City Commuter</p>	<p>COMMUTER: "I don't want to do it anymore. In fact, I've only been doing it for about two years and I've had enough of it already so, I think I'll go back to work in Parsippany where I live."</p>
<p>18. Aerials of Newport; construction</p>	<p>REPORTER: THE JERSEY CITY/HOBOKEN WATERFRONT IS THE NATION'S THIRTEENTH LARGEST OFFICE MARKET. MAJOR CORPORATIONS CONTINUE TO RELOCATE OPERATIONS THERE, AND CONSTRUCTION OF NEW RESIDENTIAL PROPERTIES IS ON THE BRINK OF EXPONENTIAL GROWTH.</p>
<p>19. Light Rail and PATH trains</p>	<p>AS MORE AND MORE PEOPLE WORK AND LIVE ON THE WATERFRONT, INCREASING DEMANDS WILL BE PLACED ON AN ALREADY OVERBURDENED TRANSPORTATION INFRASTRUCTURE.</p>
<p>20. Jersey City resident on-camera SUPER: Yvonne Rodriguez Jersey City Resident</p>	<p>YVONNE O/C: "The infrastructure in this area can't handle the amount and level of cars that are coming into the area."</p>
<p>21. Residents; Holland Tunnel, zoom to show Manhattan in distance</p>	<p>REPORTER: ANOTHER SERIOUS PROBLEM FACING NEW JERSEY RESIDENTS AND TAXPAYERS IS THE ECONOMIC IMPACT THIS TRAFFIC PROBLEM HAS ON ITS RESIDENTS. DESPITE BEING BUILT AND MAINTAINED BY <u>NEW JERSEY</u> TAXPAYERS, THE HOLLAND TUNNEL EXIT OFF THE TURNPIKE WAS DESIGNED TO SERVE PEOPLE GOING TO <u>NEW YORK CITY</u>.</p>
<p>22. Jersey City resident on-camera SUPER: Nidia Lopez Jersey City Resident</p>	<p>NIDIA O/C: "It angers me that I'm paying the kind of taxes that I'm paying and that I have to deal with this on a daily basis."</p>
<p>23. Holland Tunnel commuters Bumper to bumper traffic at standstill on crowded Hudson Bay Extension</p>	<p>REPORTER: THIS ECONOMIC COMPETITIVE EDGE THAT MAKES IT EASIER FOR COMMUTERS TO GET TO NEW YORK, THAN TO JOBS IN NEW JERSEY, IS SIMPLY NOT FAIR.</p>

	<u>NAT SOUND:</u> Car horns, sirens blaring...under and up
24. Martin Robins	<u>ROBINS O/C:</u> "It is crying out for solutions, and there is one solution that is very appealing..."
25. ANIMATION: zoom out from tunnel to show new ramp in green connecting to 11 th St Viaduct and on to Washington Blvd.	<u>ROBINS V/O:</u> "...that is to create a ramp off of the turnpike extension that would connect to the 11 th street viaduct that leads the traffic directly into the waterfront."
26. Zoom out from Jersey & 12 th intersection	<u>MUSIC:</u> Up and under <u>REPORTER VO:</u> LET'S TAKE A LOOK AT THE PROPOSED RAMP'S DESIGN AND HOW IT WOULD EASE THE COMMUTE FOR EVERYONE IN THE AREA.
27. ANIMATION – Fly over entire route of new ramp	THE NEW WATERFRONT ACCESS RAMP WOULD CREATE AN EXIT FROM THE NEW JERSEY TURNPIKE THAT PERMITS TRAFFIC TO AVOID CONGESTION BEFORE REACHING THE HOLLAND TUNNEL. THE TURNPIKE WOULD BE WIDENED AS DRIVERS APPROACH THE EXIT. THE ONE-LANE RAMP WOULD THEN PASS OVER MONMOUTH STREET, COLES STREET AND JERSEY AVENUE. COMMUTERS TO THE WATERFRONT OFFICE DISTRICT WOULD BYPASS HOLLAND TUNNEL CONGESTION AND DRIVE RIGHT ONTO THE 11 TH STREET VIADUCT.
28. Footage of the vacant lots in path of new ramp 29. Animation overhead indicating 3 properties owned	CONSTRUCTION OF THE NEW RAMP WOULD HAVE FEW OBSTACLES IN ITS WAY. LITTLE IF ANY LAND WOULD NEED TO BE ACQUIRED BEYOND NEW JERSEY TURNPIKE'S EXISTING RIGHT-OF-WAY. AND, NEW JERSEY ALREADY HAS THE RIGHTS TO THREE OF THE FOUR EASEMENTS NEEDED TO CONNECT THE HIGHWAY TO THE VIADUCT.
30. Martin Robins	<u>ROBINS O/C:</u> "It is feasible, from an engineering perspective, and the amount of disruption that it would cause is virtually nil."
31. cars on viaduct; ANIMATION –	<u>REPORTER VO:</u> WATERFRONT COMMUTERS ON JERSEY AVENUE

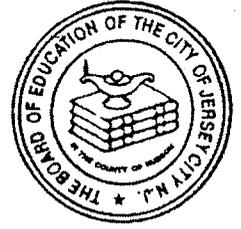
<p>highlight existing entrance to the viaduct</p> <p>SUPER: Rte. 139 Jersey Avenue 11th St. Viaduct</p>	<p>WOULD STILL HAVE ACCESS TO THE 11TH STREET VIADUCT ON THEIR WAY FROM ROUTE 139.</p>
<p>32. ANIMATION – show reduction in traffic headed for tunnel and improved flow from Rte 139 and 1/9 from gym roof angle</p> <p>SUPERS: Rte. 1/9 with arrow Rte. 139 with arrow REDUCE CONGESTION MORE GREEN LIGHT TIME</p>	<p>BOTTOM LINE? A NEW WATERFRONT ACCESS RAMP WOULD:</p> <ul style="list-style-type: none"> • REDUCE CONGESTION ALONG THE TURNPIKE AND ROUTE-139 APPROACHES INTO THE HOLLAND TUNNEL. • COMMUTERS ON THE ROUTE-139 APPROACH COULD SEE ADDITIONAL “GREEN LIGHT” TIME WHICH WOULD THEN EASE TRAFFIC FLOW FROM ROUTES-1/9.
<p>33. Traffic at peak hours</p> <p>SUPERS: FEWER TRAFFIC JAMS REDUCE CONGESTION ON LOCAL STREETS</p>	<ul style="list-style-type: none"> • SIGNIFICANTLY REDUCE TRAFFIC JAMS AT JERSEY AVENUE AND 12TH STREET. • REDUCE TRAFFIC ONTO THE MONTGOMERY STREET EXIT WHICH REDUCES CONGESTION ON LOCAL STREETS.
<p>34. Van Vorst Park, Jersey City residents</p>	<p>THESE CHANGES WOULD HAVE IMMEDIATE AND LASTING ECONOMIC BENEFITS FOR THE PEOPLE LIVING AND WORKING IN JERSEY CITY.</p>
<p>35. Alice on-camera</p>	<p>REPORTER: “What would be the impact on local <u>communities</u>?”</p>
<p>36. Van Vorst Park resident on-camera; ANIMATION: jammed side streets turn from red to green</p> <p>SUPER: Jennifer Kellow Van Vorst Park Resident</p>	<p>JENNIFER O/C: “It would help people get to their jobs faster by just avoiding this whole neighborhood area, where, the traffic off the turnpike shouldn’t be coming through anyway.”</p>
<p>37. Alice on-camera</p>	<p>REPORTER: “What about <u>environmental</u> concerns?”</p>
<p>38. Expert on-camera; stalled cars; flowing tunnel traffic</p> <p>SUPER: Sharon Paul-Carpenter</p>	<p>PAUL-CARPENTER O/C: “Well, any time we reduce the amount of congestion, you’re going to help the air quality levels. ...and when you can reduce the volume anywhere in such a congested area, you’ll help regionally.”</p>

Air Quality Expert with cutaway	REPORTER V.O.: Less congestion means less idling engines, and increased traffic speed through the tunnel.
39. Martin Robins and cutaway	ROBINS O/C: "The Waterfront Access Ramp Project is feasible and it is desirable. It would do a great deal in relieving that very serious congestion that occurs every single morning ... everyone would benefit, and there would be speedy access to the waterfront and less congestion coming into the Holland Tunnel."
40. 12 th Street rush hour backup	REPORTER VO: COMMUTERS DRIVING TO THE WATERFRONT ARE FACING A PROBLEM THAT LOOKS LIKE IT'S ONLY GOING TO GET WORSE - AND EXORBITANTLY EXPENSIVE TO FIX.
41. ANIMATION reprise with viaduct driving shot	MUSIC: Under THE WATERFRONT ACCESS RAMP CAN DRASTICALLY REDUCE THIS TRAFFIC PROBLEM NOW, WHILE IT'S STILL A RELATIVELY INEXPENSIVE SOLUTION - BYPASSING TURNPIKE AND LOCAL STREET TRAFFIC CONGESTION - TAKING COMMUTERS STRAIGHT TO THE WATERFRONT.
42. Commuter on camera	DAVE: "If they actually did make a ramp to come right off the turnpike, that would help a lot."
43. Jersey City resident on-camera	NIDIA: "A new ramp to Newport would be a fantastic idea."
44. Commuter on camera	CARMINE: "Would I like a direct route to the waterfront? Of course. It'd make my life easier."
45. Jersey City resident on-camera SUPER: Harriet Hughes Jersey City Resident	HARRIET: "I think they should extend that turnpike down to Newport, because it would take a lot of the volume off of these local city streets downtown."
46. Animation reprise	ROBINS VO: "The Waterfront Access Ramp Project is a good idea and it would help to reduce the amount of traffic that each day is delayed and get clearer access to the waterfront." MUSIC: <i>Up and out</i>



Office of the State District Superintendent

THE JERSEY CITY PUBLIC SCHOOLS
346 CLAREMONT AVENUE
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Telephone - (201) 915-6201
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Charles T. Epps, Jr., Ed.D.
State District Superintendent

Naomi Hsu
Senior Transportation Planner
Jersey City Division of Planning
30 Montgomery Street, Suite 1400
Jersey City, NJ 07302

May 8, 2007

RE: Jersey City Transportation Study

Dear Ms. Hsu,

We were unable to send a representative to the April 19th steering committee meeting, at which action was taken to determine the final ranking of roadway design concepts. The next public meeting at which the findings will be presented is scheduled on April 30th, which conflicts with the reorganization meeting for members of the Jersey City Board of Education. We are, therefore, writing to reiterate the concerns that we voiced at the March 1st public meeting with the hope that you will give due consideration to the fact that, as a representative of thousands of downtown school children, parents and school staff who walk to school every day, we are a major stakeholder in this matter.

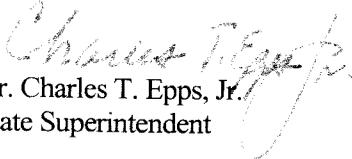
1. We are especially concerned about traffic issues presented by the extension of Jersey Ave at the corner of a school site on which two new schools, the Frank R. Conwell Primary-PS3 and Middle School-MS4, were recently constructed at a cost to taxpayers of about \$69 million. We are deeply concerned that a highway built on the corner of this school site will seriously compromise the safety of 1200 children and staff as they walk to and from the schools:
 - a. At the March 1st public meeting, we requested an analysis of the impact of the proposed roadway design concepts on Community Facilities in consideration of Goal 4- Local Impacts. Certainly a major hospital and a two major schools that serve over 1200 student and employees constitute important community facilities that will be directly impacted by the expansion of adjacent roadways.
 - b. At the March 1st public meeting we recommended that more weight be given to considerations of Local Impacts in order to reflect concerns about pedestrian safety around our schools and neighborhoods.

2. We also expressed concerns about adverse impacts on the Hudson Bergen Light Rail Transit (HBLRT):
 - a. At the March 1st public meeting, in considering Goal 3 Traffic Flow, we expressed concerns about the seemingly obvious adverse impact that a roadway expansion at Jersey Ave would have in compromising HBLRT operation by additional degradation of the running time of the HBLRT in this area. The City's zoning ordinance and the NJ Schools Construction Corporation guidelines provide for only a fraction of parking needed for school staff, with the assumption that quality mass transit is nearby. Any degradation of HBLRT running time will make access to the schools by mass transit more difficult and undesirable, causing additional parking problems in the densely crowded downtown area.

May 8, 2007

It is our hope that you will consider these remarks as you move forward with your planning efforts, in order to select the roadway concepts that truly support and enhance the urban character and pedestrian friendly environment of downtown Jersey City.

Sincerely,



Dr. Charles T. Epps, Jr.
State Superintendent



William DeRosa
Board President



Suzanne Mack
Facilities Committee Chair

Cc: J. Gilman
D. Petolino
Facilities Committee
Jerramiah Healy, Mayor, Jersey City
David Donnelly, Jersey City Mayor's Office
Mariano Vega, Jr, Jersey City Councilman
Mike Sottolano, Jersey City Councilman
Dan Frohwirth, Jersey City Economic Development Corporation
Lichuan Wang, Jersey City Traffic
Bill Goble, Jersey City Engineering
Bob Cotter, Jersey City Planning
Douglas Greenfeld, Jersey City HEDC
Barbara Netchert, Jersey City HEDC
Robert Antonocello, Executive Director - Jersey City Redevelopment Agency
Ben Delisle, Jersey City Redevelopment Agency
D. Bennett, Jersey City Redevelopment Agency
Daniel Levin, Harsimus Cove Association
Jon Gellman, Hamilton Park Neighborhood Association
Gery Bakirtjy, Historic Paulus Hook Association
Mia Scanga, Van Vorst Park Association
Tanya Chauhan, Lafayette Neighborhood Action Committee
Sam Pesin, Friends of Liberty State Park
Wael Sobh, Newport Associates Development Company
Kalman Fortoloczki, Jersey City Medical Center
Connie Claman, Liberty Science Center
John Lane, Hudson County Engineering
Stephen Marks, Hudson County Planning
James Greller, Hudson County Improvement Authority
Jay DiDomenico, Hudson TMA
Kim Peterson, NJ Transit
Mathew Safer, NJ Transit
Neal Fitzsimmons, NJ Transit
Laine Rankin, NJDOT
Jay Jeyamohan, NJDOT
Frank Gallagher, NJ DEP, Division of Parks and Forestry
Richard Brundage, NJ Turnpike Authority
Mike Grant, NJ Turnpike Authority
Steve Brown, Port Authority of New York and New Jersey
Martin Robins, Voorhees Transportation Center
Lou Luglio, Vollmer Associates
Michael Cohen, Stantec (fka Vollmer Associates)
Kris Kolluri, Commissioner - NJ Department of Transportation
Richard R. Sarles, Executive Director - NJ Transit
Michael Lapolla, Executive Director, NJ Turnpike
Thomas A. Degise, Hudson County Executive
Norman M. Guerra, Executive Director - Hudson County Improvement Authority
David Zahorsky, President & General Manager - Twenty First Century Rail / Hudson Bergen Light Rail